

ROADWAYS

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FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION
JANUARY-FEBRUARY, 1967

ON CROSSING YOUR BRIDGES

One often hears, perhaps even says with an "I know what I'm talking about" tone those old sayings "Don't cross your bridges before you come to them" and "Don't burn your bridges behind you". These sayings have a great deal of meaning in our everyday lives and are, perhaps, the formula for The Ordered Life; yet imagine the chaos which would result if they reflected the policy of the Highway Commission in Bridge Construction.

Imagine, if you will, the highway system with bridges because some carefree engineer did not want to cross the present water or chasm with a bridge and, therefore, chose a route around the obstacle, or worse, sought the quick and easy method of crossing it by ferry, foot bridge, walking or swimming; and have the road continue on the other side. Difficult to conceive?

Even harder to imagine is a Highway Commission whose policy is "never burn your bridges". Rather, leave them up even if it becomes seldom used, or, in the other extreme becomes heavily used and at the same time, unsafe and totally out of date. Always leave them up.

Luckily, this is not the attitude of the North Carolina Highway Commission and its bridge department. This issue of ROADWAYS features one of the complex phases of roadbuilding, and, perhaps, one which is most often taken for granted: The Bridge. After reading it, I sincerely hope that on crossing your next bridge you will be thankful to the persons who had the foresight to plan that bridge before *you* had to cross it.

COVER

Our Cover for the January-February issue is one of the new Plymouth River Bridge across the Roanoke River at Plymouth. Keith Hundley, Bill Hood and Asa Moore took this picture from a boat belonging to the Highway Commission. The picture was taken in the early fall of 1966 and shows a steam derrick laying concrete slabs.



ROADWAYS MAGAZINE

Published bi-monthly for employees of
The North Carolina State Highway Commission
By the Highway Commission
Public Relations Department

VOLUME XIII

NUMBER X

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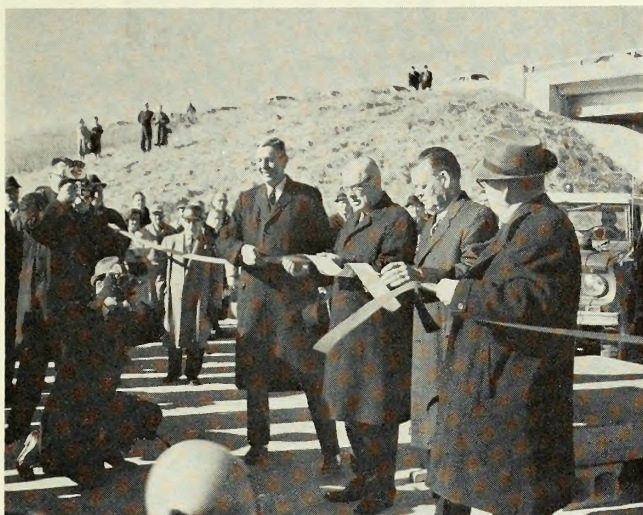
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Chairman Hunt Dedicates Another Link of Interstate 26



Pictured above is James G. Stikeleather, W. Curtis Russ, and Chairman J. M. Hunt, Jr. cutting ribbon on new link.

State Highway Commission Chairman J. M. Hunt, Jr. cut the ribbon officially opening a newly completed 15-mile link of Interstate Highway 26 — the Hendersonville Bypass — at 11:00 A.M., Thursday, January 12, 1967.

Barriers were removed and traffic turned onto the highway at 11:30 A.M., at the same time traffic will also begin on the 3.3 mile US 25 connector which runs from East Flat Rock to Tuxedo in Henderson County.

This is the second section of I-26 to be opened within the last three months, and Division 14 Highway Commissioner W. Curtis Russ pointed out that with the opening of this section all traffic going from Green-

ville, South Carolina to Asheville can bypass Hendersonville.

The first section of I-26 to be opened to traffic was the five-mile link from the South Carolina line to Columbus. It was dedicated by Chairman Hunt on October 18, 1966.

The 15-mile section dedicated on January 12 runs from East Flat Rock to an interchange at the Asheville airport on US 25-A.

Ribbon cutting ceremonies held at the interchange of I-26 and US 64 with a luncheon at the Hendersonville Civitan Club where Chairman Hunt delivered an address.

Back in the 1850s folks around Asheville were talking eagerly about the Asheville-Greenville Plank Road then abuilding southward to the South Carolina line.

January 12, 1967 was the opening of another section of Interstate 26, the four-lane, concrete superhighway designed to link the mountains with the sea.

Nobody remembers the old plank road, which was part of the first "good roads movement" in North Carolina, but in its day it was a superhighway that held a mighty promise for the region.

Like I-26, the original road was conceived and built to link Asheville with the port of Charleston. Completed in 1828, it was known as the Buncombe Turnpike.

This road was the first improved highway built in a section of the Carolinas through which trading paths once brought English merchants to barter and traffic with Indians of the Blue Ridge.

And it was to mean more in the development of Western North Carolina than any one factor in its history.

For the Buncombe Turnpike opened up a section that had long been isolated. It not only became the main trade route between the mountains and the market towns of South Carolina, but it became the high road for tourist travel from the Low Country.

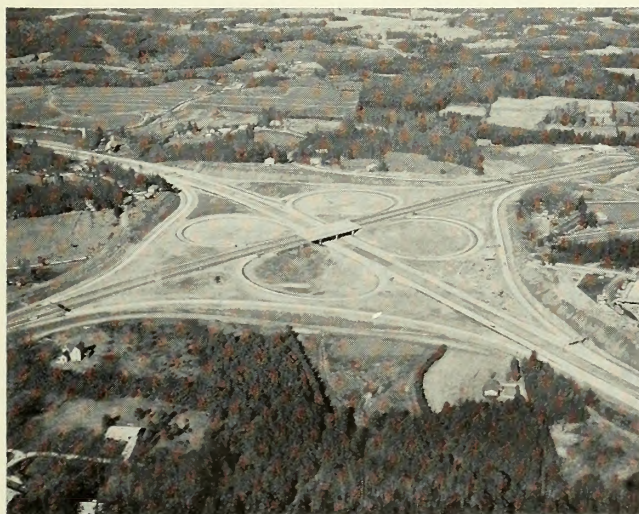
Folks throughout the state agreed it was the finest road in North Carolina.

In 1851, the charter which had been issued to the Buncombe Turnpike Company was taken over by the Asheville-Greenville Plank Road Company.

Then, as now, folks were concerned with new and better roads. For the most striking feature of North Carolina's transportation problem at that time was the fact that various sections of the state were more isolated from one another than from neighboring states.

As a result, some of them had been thinking about plank roads for four or five years.

Canada had started an experiment in 1836 with plank roads. New York began to build them about the same time. And when Gov. William A. Graham suggested that some be built in North Carolina, the suggestion was hailed enthusiastically.



Aerial View of New Road



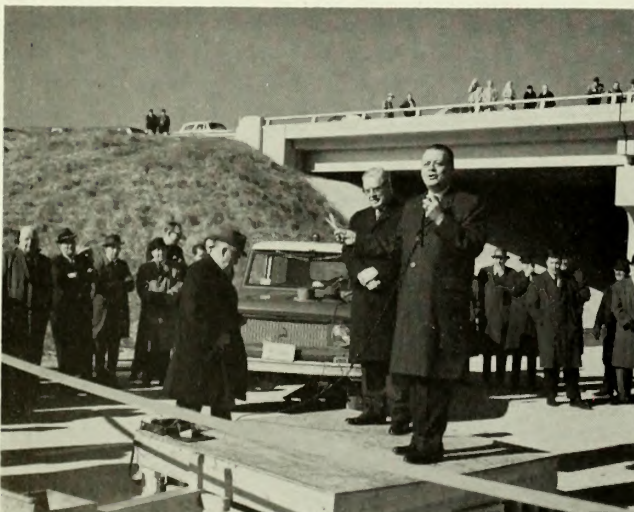
Commissioner W. Curtis Russ addressing Luncheon after Ceremony.

Graham figured that here perhaps was a solution to the state's problem. No other area was richer in trees suitable for road-building materials, and New York's plank roads had shown a big profit for the private investors who built and operated them.

In addressing the legislature on the road problem in 1848, Graham made the specific suggestion that the plank road be studied and the counties be vested with authority to build them.

And the Internal Improvements Board told the General Assembly in 1850 that:

"This system of improved transportation is exactly adapted to the wants of our state, particularly middle and Western North Carolina. These roads can be built cheap. Where railroads cost thousands, the plank roads cost hundreds."



J. M. Hunt, Jr. speaking at Ribbon Cutting with Commissioner W. Curtis Russ standing at his right.



The crowd at Ribbon Cutting.

Heeding this advice, the legislature chartered companies to build roads out of Asheville, Charlotte, Concord, Salisbury, Oxford, and Wilmington.

Construction on the Asheville-Greenville Plank Road was started in 1851.

First, a roadbed with adequate drainage was prepared, and then came the laying of the planks.

The planks themselves were from three to four inches thick, at least eight inches wide and eight feet long. They were laid on top of "sleepers" or rails.

The planks were not nailed down, but the stringers were laid end to end carefully and joined so as to assure level footing.

The planks were covered with a very fine gravel or coarse sand, and the droppings of the horses allowed traffic to beat the surface into a "hard and tough covering."

The Civil War came on before the Asheville-Greenville Plank Road could be completed between Hendersonville and Asheville.

And by the conclusion of the war, the plank road had gone down, and in 1866 the charter of the plank road company was repealed.

Be that as it may, the old plank road did contribute to the prosperity of Hendersonville.

As Hunt snipped the ribbon with a pair of silver scissors engraved to commemorate the occasion some 350 persons looked on, he commented:

"Ribbon Cutting in Western North Carolina is becoming a habit with me." He added that the dedication is indeed a red letter day for the people in Highway Division #14.

"Not only will it add greatly to the opportunity for growth in this area, but it stands as a monument to good long range planning for better roads in our State.



Pot Luck

By KEITH HUNDLEY

SEMPER PARATUS — Anybody seen Jim Council lately? Time was he paid a visit or two to the public relations office, but now he's sorta like what old Uncle Remus used to call a "Wul O' de Wust" . . . he comes and goes, but when you're there he's just left. Word does come back to us about his travels and sayings, though, and I'm more convinced than ever that Brer Jim is always prepared for and equal to any situation that might develop. For instance, we hear that a fellow from up Boone way asked Jim if he was ready for the snows of winter. "Oh yes", came the reply along with that usual Council grin, "for Monday through Friday, we've got the salt bins full and the equipment in tip-top shape, and for the weekends, I've got a dozen bright green golf balls."

Now, you beat that for Total Preparedness!!

CASEY OR CASSI — No matter how you pronounce that cantankerous name POTEKASI, there's a fine new road crossing the creek bearing it, and Chairman Hunt cut the ribbon for it on December 15th. He was joined by Administrator Bill Babcock, Chief Engineer Cam Lee, George Willoughby, Bill Ingram, Raynor Woodard and others for the ceremony opening the new Murfreesboro to Ahoskie road. (Some call it the Union Bypass). The weather was cold as blazes, but the reception couldn't have been warmer. To press further on any discussion of the pronunciation of Potecasi would do no good here. N&O Columnist Charles Craven milked that one dry.

Suffice it to say that any treatment the name got on December 15th was far better than what I heard once on a Northeastern North Carolina radio station when a fellow referred to the Northampton County Community of (and it's hard to write this the way it sounded) P-O-T-K-SIGH!

TURN OVER — On January 12, highway officials made the trek to Henderson County for the dedication of the 15-mile long Hendersonville Bypass of I-26. Things went along so smoothly with the ribbon cutting you wouldn't believe it. But then, as things drew to a close, the photographers closed in for some final shots of Chairman Hunt, Commissioner Curtis Russ and others . . . someone's foot got tangled in a microphone wire, and, by Joshua, the podium came tumbling down, spilling mikes all over the newly dedicated pavement and drawing a chorus of "hey . . . catch it . . . uh-oh! . . . look out! . . ." from the crowd. Later, at an indoor lun-

cheon, State Senator Harry Buchanan was making some introductory remarks and said, "Now, I'm going to turn this rostrum over . . ." The Senator paused thoughtfully, smiled, and continued, "but I don't mean like out there on the road." Needless to say, he got a good laugh.

NOTE TO DIVISION 14 ENGINEER, A. J. HUGHES — Mr. Red, who's got them (sic) scissors?

FROM THE MOUTHS OF BABES: My five year old daughter, Leith, is in kindergarten now and learning how to spell and all about the sounds of words and letters. She came home the other day with a look of great consternation on her face and said, "You know what I found out today, by friend Eleanor's name doesn't start with an "L". What do you say?"

This follows by only a few months a real shocker I got from my niece, Karen Longmire of Weldon. We were driving along the beach to do some fishing late this summer and talking about the great amount of history there, when Karen perked up and said, "I know who flew the first airplane in North Carolina".

Of course, we all wanted her to have her chance to show off, so we said, "Who?"

Without batting an eye she said, "The Righteous Brothers".

Just goes to show you the power of rock 'n' roll radio stations.

AND THEN — Here are a few quick ones too good to pass up. I know we all appreciate the speed with which the Controller's Office got our W-2 forms to us, and we appreciate the Sylvia Porter Columns on how to save money on your taxes, but have you heard this one: "Charity would be more likely to begin at home if it were deductible." Or how about this one: "Mini-skirts are now available in thighses." Here's one that recalls Chairman Hunt's "I've got one at home just like her Story" . . . A taxi driver is collecting his fare when he has second thought's and says: "No charge Ma'am, after all, you did most of the driving."

And finally, here's one for the "brown-baggers". A recent survey has determined why nightclubs are so popular in North Carolina. They're the only places left open by the time your wife has finished dressing.

That's all!

N.C.S.H.P.E.A. ASSOCIATION NEWS

A REPORT TO THE EMPLOYEES

By OTIS M. BANKS & DAVID W. KING

NORTH CAROLINA AVERAGE SALES TAX TABLE

This table may be used when deducting sales tax on Form 1040 (Federal); if the table is not used, sales tax deductions must be itemized and substantiated. Deductible sales tax on the purchase of automobiles and gasoline tax are not included in the table and may be itemized separately on the return.

Income as shown
on Line 9,

Page 1, Form 1040

FAMILY SIZE (Persons)

	1	2	3 & 4	5	Over 5
Under \$1,000	\$ 18	\$ 19	\$ 25	\$ 26	\$ 26
\$ 1,000-\$ 1,499	23	26	33	35	35
\$ 1,500-\$ 1,999	28	32	40	43	43
\$ 2,000-\$ 2,499	33	38	47	51	51
\$ 2,500-\$ 2,999	37	43	53	58	59
\$ 3,000-\$ 3,499	41	48	59	65	66
\$ 3,500-\$ 3,999	45	53	65	71	73
\$ 4,000-\$ 4,499	49	58	70	77	79
\$ 4,500-\$ 4,999	52	63	75	83	85
\$ 5,000-\$ 5,499	55	67	80	89	91
\$ 5,500-\$ 5,999	58	71	85	95	97
\$ 6,000-\$ 6,499	61	75	90	100	103
\$ 6,500-\$ 6,999	64	79	94	105	109
\$ 7,000-\$ 7,499	67	83	98	110	114
\$ 7,500-\$ 7,999	70	87	102	115	119
\$ 8,000-\$ 8,499	73	91	106	120	124
\$ 8,500-\$ 8,999	76	95	110	125	129
\$ 9,000-\$ 9,499	79	99	114	130	134
\$ 9,500-\$ 9,999	81	102	118	134	139
\$10,000-\$10,999	84	107	123	140	146
\$11,000-\$11,999	89	114	131	149	156
\$12,000-\$12,999	94	121	138	158	165
\$13,000-\$13,999	98	128	145	166	174
\$14,000-\$14,999	102	134	152	174	183
\$15,000-\$15,999	106	140	158	182	192
\$16,000-\$16,999	110	146	164	190	200
\$17,000-\$17,999	114	152	170	197	208
\$18,000-\$18,999	118	158	176	204	216
\$19,000-\$19,999	122	164	181	211	224
\$20,000 and Over	126	169	186	218	232

INSURANCE PREMIUM DEDUCTIONS — to be used in allowable deductions for medical expenses, etc. — Controller John Allen has forwarded a letter for general distribution setting forth insurance premiums that may be included in hospital-medical expense deductions (under our Group Insurance Program), this to be applied on both State and Federal Tax Returns.

EXCLUDABLE SICK PAY — on Federal Tax Returns you are entitled to certain deductions for sick leave paid to you during 1966. You may file Form 2440 or a statement showing computations and dates of leave paid you. Check instructions accompanying Form 1040 Federal Return, seek the assistance of a representative of Internal Revenue Service, or the person making your return for you, since there are certain restrictions on

the allowable deductions — whether hospitalized or not, percentage of salary paid, and other factors too complicated to detail herein.

LEGISLATIVE PROGRAM — the Association Legislative Committee met in Raleigh on January 18 for full discussion of proposed legislation to be sponsored during the 1967 General Assembly. A sub-Committee was appointed and this group met with the similar group from the North Carolina State Employees' Association that evening. A joint program will be presented by the two Associations to represent all State Employees exclusive of those in education. Our major items are an increase in take-home pay and improvements in the Retirement System as to benefits payable. It is urgent that an increase be made in take-home pay, our primary concern. As to retirement benefits, our plans would call for the greatest improvements yet made in the System, and this will go before the Board of Trustees on January 27. Following our major items of legislation, we will then concentrate on other matters of importance such as the operation of concession stands, longevity pay liberalization, and similar matters. We must first work for the most important items — then go into other matters. We do not want to endanger one by too much pressure on another.

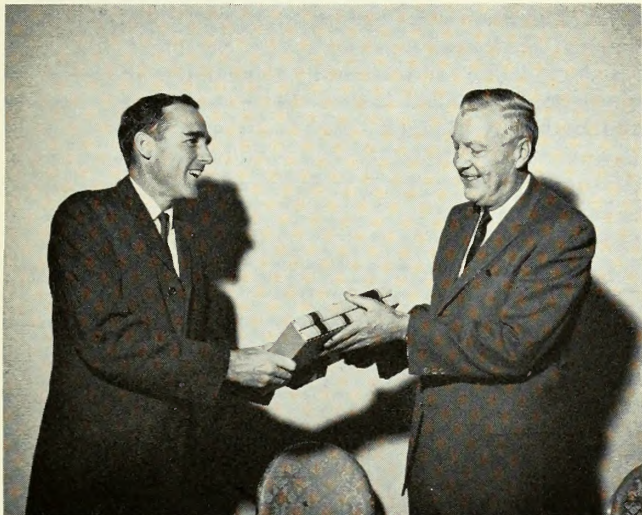
HOLIDAYS FOR 1967: Easter Monday, 3/27 — Confederate Memorial Day, 5/10 — Independence Day, 7/4 — Labor Day, 9/4 — Veterans' Day, 11/13 — Thanksgiving Day, 11/23 — Christmas, 12/25-26. It is intended that all employees, regardless of length of their work week, shall be granted 2 work days for Christmas. Variations in dates may be permitted for employees on a 5, 6, 7 day work week.

RETIREMENT INVESTMENT PORTFOLIO as of September 30, 1966: County Bonds \$4,820,537 — Municipal Bonds \$3,916,772 — U. S. Treasury Bonds \$183,446,604 — Corporate Bonds \$266,693,160 — U. S. Agency Bonds \$32,555,920 — Public Housing Authority Bonds \$340,413 — Farmers' Home Administration Notes \$6,997,608 — Common Stocks \$34,298,565. A grand total of \$533,069,579 in investments and the average total yield is 4.20%.

GROUP INSURANCE REPORT — through December, 1966: for the policy year, a total of 81.87% was returned in claims versus premiums paid, slightly under this period the last policy year, this for the one month of December, 1966. The total for the three months of the current policy year is 83.79% paid in claims versus premiums paid in. At present the experience is below the guaranteed return, but this report is only for 3 months of a complete policy year, and we can hope it will hold good or improve in order for additional benefits or premium waivers at the close of the policy year in 1967.

OUR THANKS to the Highway Commission for the special waiver of premium granted in December, this coming from special reserves built up over the years. There was some question at one time whether or not this could be paid directly to the employees, but this was worked out with the help of the Chairman, the Controller, and others. The actual experience of claims versus premiums did not warrant any special waiver, due to increased benefits in the policy without any additional premiums, but the reserve account was utilized, for which we are very thankful. It is not anticipated that any reserve account will be built up in the future since premium deductions are now kept to the actual amount charged by the Carrier.

New Volume of Book Presented



PRESENTATION TO GOVERNOR MOORE — W. T. Ragland, Jr., left, presents copies of "North Carolina Roads and Their Builders, Volumes I and II," to Governor Dan K. Moore.

Superior Stone Company of Raleigh has published a new volume of North Carolina highway history, covering the period from 1952 to the present.

W. Trent Ragland, Jr., Superior president, presented the first copies to Governor Dan K. Moore, State Highway Commissioner Joseph M. Hunt, Jr., members of the Highway Commission and members of the Council of State at a luncheon recently in Raleigh.

Two former Governors, Luther H. Hodges and Terry Sanford, also attended as did several former Highway Commission chairmen.

Later, Superior Stone presented a copy of the book to the Commission's department heads, division engineers and assistant division engineers at a luncheon in Raleigh.

At both sessions, Chairman Hunt praised Superior Stone for its long service to road and highway projects in North Carolina. "Superior Stone has an unexcelled reputation for integrity, fair dealing and dependability," he said.

He pointed out some of the contributions that the Ragland family has made to industrial development in the State and called attention to the William Trent Ragland Building in the Research Triangle Park. The building is named in honor of Superior Stone's founder.

Chairman Hunt also recalled the early days of Superior Stone and noted that the company has progressively expanded its operations through the years.

Ragland responded to Hunt's remarks and said: "North Carolina has made great strides in the past 15 years to provide a highway system adequate to meet the demands and desires of its people. Our book preserves the record of these accomplishments and of the men who brought them about."

"North Carolina Roads and Their Builders, Volume II," by John Harden, is a companion to the earlier volume sponsored by Superior Stone Company, which appeared in 1952.

The new volume is dedicated to the late William Trent Ragland, who first conceived the idea of giving a permanent form to the history of road building in North Carolina. It is profusely illustrated. There are many photographs of significant highway projects, both in construction stages and as completed. There also are photographs and biographical sketches of leaders in highway construction, including State Highway Commission forces and private companies.

Harden, a Tar Heel author, newspaperman and public relations counselor, was assisted in research and preparation of the book by staff members of John Harden Associates, Inc. The book design was executed by Stuart Studio, Inc. using numerous photographs from the files of the State Highway Commission and other sources. It was printed by Edwards and Broughton Company.

The first highway history was written by Capus Waynick, newspaper editor, political leader and diplomat. It covered the history of the State's roads from colonial days to mid-20th century. The new volume brings the story forward to the present.

More than 5,000 copies of the new volume have been distributed throughout the State. They went to libraries, public officials, members of the General Assembly and to builders and contractors.

Luncheon to Present Highway Book



LUNCHEON FOR DEPARTMENT HEADS — Highway Commission department heads were honored at a luncheon in Raleigh by Superior Stone Company. Copies of Volume II of "North Carolina Roads and Their Builders" were presented at the luncheon.

Superior State Company of Raleigh recently served as host at a luncheon in Raleigh at which copies of



Volume II of "North Carolina Roads and Their Builders" were presented. At head table are Governor Moore, W. T. Ragland, Jr., Superior's president; Joseph M. Hunt, Chairman of the State Highway Commission; and Joseph W. Yates, Superior's vice president for sales. Members of the State Highway Commission attended the luncheon, and also former Governors Terry Sanford and Luther H. Hodges.

JAMES B. GREEN LODGE INSTALLATION #735



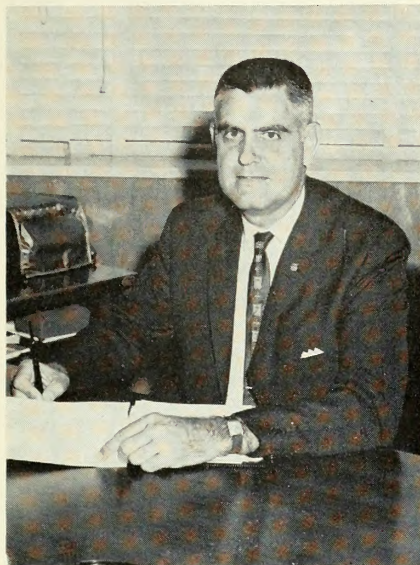
The James B. Green Lodge held their installation of officers on December 14th at the Millbrook Lodge at Millbrook. Mr. Hiram Casebolt P. M., (the District Deputy Grand Master), is the Associate Director of C & D. Above from left to right are: H. W. Wheless, Jr. Deacon, (Area Appraiser), W. D. Moon, Jr., Warden (State Property Manager), M. E. White, Master (State Appraiser), Alex Holder, Jr., Sr. Warden, Paul Etheridge, Jr., Sr. Deacon, Hiram Casebolt, C & D; Back Row: George L. Stockstill (Tyler), Charles Beaman (Treasurer), Jases S. Johnson, Jr. (P. M., Secretary), George A. Yancey, Jr. (Senior Steward), Jack D. Moore, Jr. (Steward), and J. C. Knowles, Chaplain.

BUREAU OF PUBLIC ROADS NEW ENGINEER



The Bureau of Public Roads' new N. C. Division Engineer, Teddy J. Morawski (center) shakes hands with NC Highway Administrator W. F. Babcock. The man he succeeds, W. J. (Jack) Wilkes (left), handles the introduction. The meeting took place in Babcock's Raleigh office.

W. J. [Jack] Wilkes Appointed To Washington Post



W. J. (Jack) Wilkes of Raleigh, North Carolina Division engineer for the U. S. Bureau of Public Roads, has been appointed to a new post in Washington, D. C., effective February 12th.

Rex M. Whitton, federal highway administrator, said today Wilkes will be chief of the bridge division in the Office of Engineering and Operations of the Bureau.

Wilkes has been North Carolina division engineer since February, 1963. He came here from the Texas Division Office where he was division bridge engineer and district engineer. He joined the bureau in 1945 after spending four years as a civilian employee of the Navy as an architect.

He will be succeeded by Teddy J. Morawski, current assistant division engineer in Nashville, Tennessee.

Longest and Slowest Route

"Can you please tell me the longest and 'slowest' route from here to Pelmira, Pa.?" requested a young man on the telephone.

The travel counselor of the Columbia office of the Carolina Motor Club was not sure she had heard correctly.

"You mean the shortest route, don't you?" she asked.

"No," the voice replied. "I want the longest and slowest route, no

matter how much time it takes."

ever wants the longest route. Really, I don't believe I have ever had a routing exactly like this before, perhaps, the most scenic, maybe; or to take in some special out of the way places, but never the longest and slowest route."

"I know it's none of my business, but just why do you want such a route?"

"Well — I just flunked out of the University and I've got to go home and face my parents."

One Solitary Life

HERE IS A MAN who was born in an obscure village, the child of a peasant woman. He grew up in another obscure village. He worked in a carpenter shop until He was thirty, and then for three years He was an itinerant preacher. He never wrote a book. He never held an office. He never owned a home. He never had a family. He never went to college. He never put His foot inside a big city. He never traveled two hundred miles from the place where He was born. He never did one of the things that usually accompany greatness. He had no credentials but Himself. He had nothing to do with this world except the naked power of His divine manhood. While still a young man, the tide of popular opinion turned against Him. His friends ran away. One of them denied Him. He was turned over to His enemies. He went through the mockery of a trial. He was nailed to a cross between two thieves. His executioners gambled for the only piece of property He had on earth while He was dying — and that was His coat. When He was dead He was taken down and laid in a borrowed grave through the pity of a friend.

Nineteen wide centuries have come and gone and today He is the centerpiece of the human race and the leader of the column of progress.

I am far within the mark when I say that all the armies that ever marched, and the navies that ever were built, and the parliaments that ever sat, and all the kings that ever reigned, put together have not affected the life of man upon this earth as powerfully as has that ONE SOLITARY LIFE.

JAMES A. FRANCIS, D.D.

W W Exum Sworn In As Highway Commissioner



Swearing-in ceremonies were held Tuesday, December 20 in the Highway Commission Auditorium for new Highway Commissioner W. W. Exum of Snow Hill. Commissioner Exum will be in charge of the Second Highway Division comprising Beaufort, Pitt, Craven, Carteret, Pamlico, Greene, Lenoir and Jones Counties.

Governor Dan K. Moore gave the introductory remarks and noted that Exum was appointed to replace former Second Division Commissioner Cameron Langston of Grifton, who died October 25th.

Mr. Exum was sworn in by Chief Justice of the Supreme Court, Hunt Parker.

State Highway Commissioner Joseph M. Hunt, Jr. delivered a brief welcoming address to Commissioner Exum on behalf of the Highway Commission and Highway employees.

Exm, age 50, is the President of J. Exum & Company, Inc. of Snow Hill, a retail store for fertilizer and farm supplies.

He received his education at Snow Hill School, Riverside Military Academy, and graduated with a B.S. Degree in Commerce from the University of North Carolina at Chapel Hill.

A member of the Snow Hill Presbyterian Church, he is chairman of the Board of Deacons there. He is affiliated with the Snow Hill Rotary Club and the Kinston Country Club.

Exum is married to the former Mary Jane Mewborn of Snow Hill and they have two children, John Patrick Exum and Josiah Caull Exum, II.



CHAMPION

Two Highway employees are members of the Dixie District 1966 Champion Chorus of S P E B Q S A (that's The Society for the Preservation and Encouragement of Barber Shop Quartet Singing in America, Inc.).

DAVE PERMAR, PROJECT CONTROL DEPARTMENT

AND

HOWARD PEELE, ROADWAY DESIGN ENGINEER

In recent competition at Birmingham, Alabama, the Raleigh Chorus was judged the 1966 Champion in the Dixie District which includes the States of North Carolina, Tennessee, Alabama, Georgia and South Carolina. Judging was based on five categories of competition, i.e., Balance and Blend, Harmony Accuracy, Stage Presence, Arrangement, and Voice Expression.

Each year the Chorus presents a show in cooperation with the Capital City Kiwanis Club. This year the show will feature the Buffalo Bills, (of the "Music Man"). The Club House Four from Louisville, Kentucky and well known in Barber Shop singing circles will also appear. The show will be presented on Saturday, April 15, at 8:00 P.M. Tickets are available from any member of the Capital City Kiwanis Club.

Other Highway employees are probably members of S P E B Q S A chapters in Greensboro, Winston-Salem, Charlotte and Asheville.

Oak City-Lewiston Bridge

Project 8.21111 included a main bridge over the Roanoke River and three overflow bridges. Bids were opened on November 24, 1964, and Wannamaker & Wells, Inc., of Orangeburg, South Carolina, was the low bidder. The contract price amounted to \$463,644 for the structures with a total of \$708,959, including both structures and approach roadwork. The main bridge is 510 feet long and the three overflow bridges are 485 feet, 397 feet, and 177 feet, respectively.

The main bridge over the river consists of composite type I-beam spans on post and beam piers and concrete pile end bents. Prestressed concrete girders were used for each of the three overflow bridges. The roadway width is 28' face to face of curbs with 18' curbs. The distance from bridge floor to bed of stream for the main bridge is 51 feet. The depth of water on the date on which the bridge survey was made was 21 feet. The bridge provides for a 26' minimum vertical clearance and 75 feet minimum horizontal clearance for navigational purposes.

A special high strength Vanadium steel was used for the steel beams in the main bridge. This was the first project on which this comparatively new steel has been used for highway bridge work in North Carolina and among the first used in the country. The steel was manufactured by the Bethlehem Steel Company whose trade name for this special grade of Vanadium steel is known as V-50. A similar steel made by the U. S. Steel Corporation carries the trade name EX-TEN 50.

The bridge was designed in the office of Mr. J. L. Norris, Assistant Chief Engineer — Bridges. Mr. D. W. Patrick is the Division Engineer for Division I, in which this bridge is located. Mr. R. F. Hall is now Resident Engineer on the project who replaced Mr. R. J. West who served as Resident Engineer earlier. Mr. R. F. Nickel, who worked several years in the Bridge Design Office, is the Contractor's superintendent.

Back Cover

The back cover for the January-February issue of ROADWAYS is a shot of the new Oak City - Lewiston Bridge. Our thanks go to Bill Hood and Keith Hundley who took this scenic picture. Keith tells us a big black snake crossed his foot as he was holding the camera equipment for Bill. Thanks to both men.

The Bridge Department

By J. L. NORRIS

The Bridge Department of the State Highway Commission consists of four divisions, namely, Location and Hydrographic, Design, Construction and Maintenance. The Assistant Chief Engineer—Bridges is the Administrative head and Chief Bridge Engineer. He is responsible for all phases of bridge work and reports directly to the Chief Engineer.

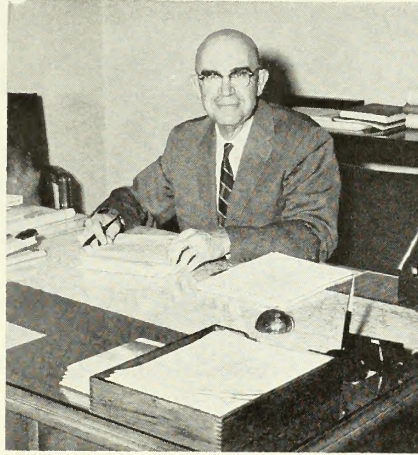
In connection with Design and Construction of bridges over and under railroads throughout the State the department must maintain close relations with the various railroad companies. It is responsible for preparation and execution of agreements with the railroads as well as the administering of the automatic flashing signal programs at railroad crossings throughout the State.

The department let to contract in 1966 a record number of structures with the contract cost of \$27,500,000.

BRIDGE LOCATION AND HYDROGRAPHIC

The Bridge Location and Hydrographic Division and the position of its head, Hydrographic Engineer, was established as part of the Bridge Department in 1925. At this time it was known as the Structure Survey Section and its duties were mainly that of making surveys for bridges and large culverts to be constructed by contract. At the time of its establishment, the first Hydrographic Engineer earned a salary of \$175.00 per month.

Since that beginning the duties of the Department have continually expanded. Increased traffic demands caused more bridges to be constructed by the Bridge Maintenance Department, as well as by contract. Surveys and hydraulic design were required for structures to be built by Bridge Maintenance became a responsibility of Bridge Location Division. It is estimated that of approximately 14,000 secondary bridges in the State, surveys have been made on about 4,500, or slightly over 30%. Presently surveys on these bridges are being made at the rate of about 150-200 per year.



Mr. J. L. Norris
State Bridge Engineer

The Division works in close coordination with the Roadway Location Department in selecting locations for stream crossings. After the location is made by the Roadway Location Department, Bridge Location Division makes the bridge and other structure surveys. However, on ma-

ior bridge projects, particularly in the coastal areas the Division does complete locations and hydraulic designs. An example is the Hubert C. Bommer Bridge spanning Oregon Inlet. This requires studies of storm tidal action, beach erosion and other factors affecting the proper selection of location, length and type. For these structures close liaison is maintained with the Corps of Engineer's Office, so as to provide necessary requirements for navigation. After completion of the survey and hydraulic design the reports are submitted to the Bridge Design Section for the structural design and preparation of plans.

Sometime in the middle 30's, it was decided that the Division would be responsible for the complete drainage design on all projects. Due to the advances in design standards, this phase has required increasing attention. With the advent of the Interstate System, the percent cost of drainage facilities created the need for more sophisticated design meth-



C. R. Edgerton (State Hydrographic Engineer), W. B. Baker (Office Engineer), M. S. Howell (Assistant Hydrographic Engineer) and Pauline House the only woman in the Department.



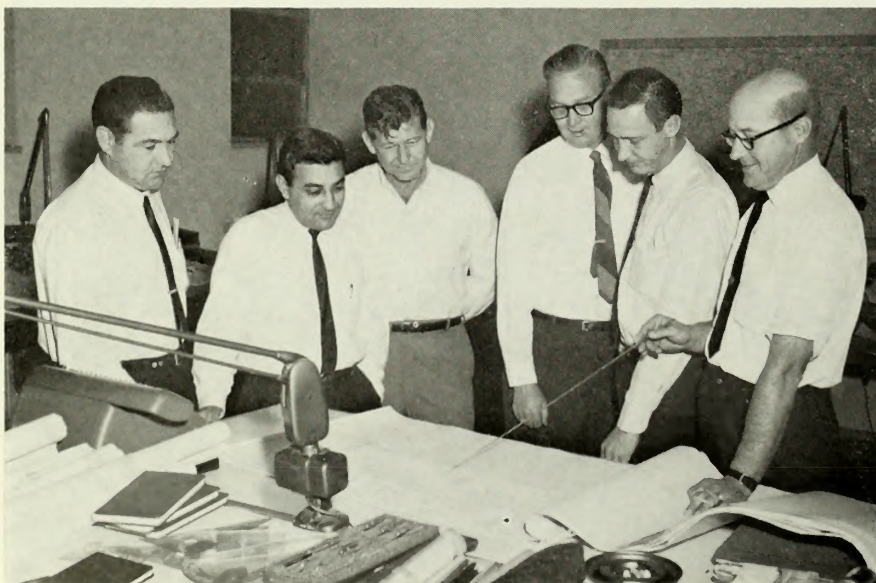
Left to Right: Hugh McFarling, Don Greene, Bobby Spence, Jack Edgerton, Fred Hoble, John Collier, Chester Calhoun and M. G. Howell assistant Hydrographic Engineer.

ods than previously used. As the result of much research and statistical analysis of past records, the method of design for drainage structures was completely overhauled to utilize the more scientific methods being developed. These are in a continual process of improvement and re-evaluation.

Besides surveys for projects and Bridge Maintenance, a major service of the Department is the help to all Division Personnel in the solution to difficult drainage problems arising from continuing development through-

out the State and higher levels of service demanded by the public.

The Highway Commission is continually increasing the amount of construction in urban areas. This requires the hydraulic design of increasingly more extensive and complex storm drainage systems to be done by the Hydrographic Section. Also, many subdivision streets adjacent to urban areas are being added to the State Maintenance System. The drainage systems on these streets are reviewed by the Department to see that they meet minimum Highway Commission standards.

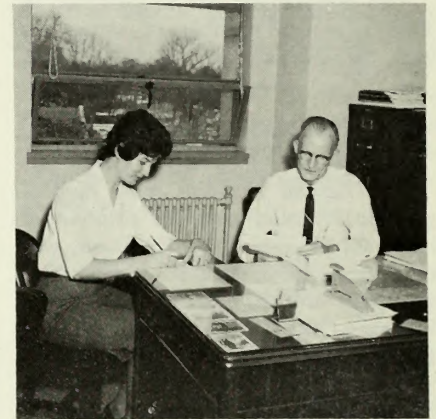


Left to Right: Glen Jenkins, Gus Gaparilas, Fred Collins, Pat Thompson, and Archie Hankins. Bill Cooke is the Hydrographic Supervisor.

The Ferry System is another service provided by the Highway Commission, which by public demand is continually growing. The Hydrographic Division makes the surveys and prepare plans for new basins and channels, and for maintenance dredging of existing facilities.

Another important responsibility of the Department is to furnish expert testimony in court when drainage matters are involved in suits against the Commission.

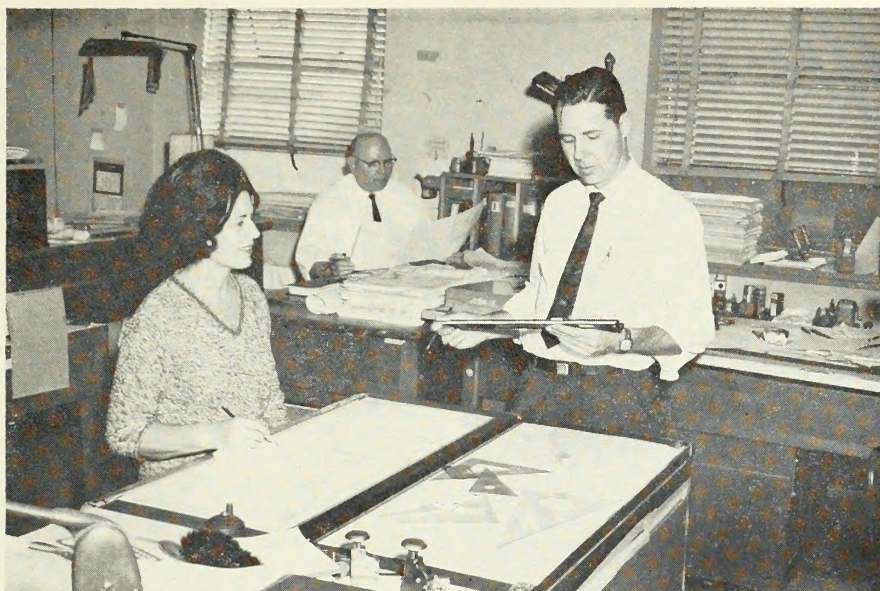
In a very general manner, the above outlines the routine work of this Division. Many miscellaneous jobs are also done, like surveys for a seaplane ramp, surveys and design of ocean outfalls for drainage, channel improvements on natural streams, design of small dams and spillways affecting highway construction or right of way, investigation of complaints of flooding allegedly created by highways, estimating costs of highway adjustments for flood control projects and many others. If water is involved, we do it.



Pictured above is Mrs. Eleanor P. Taylor, Secretary, (Bridge Design Office), and G. T. Parkin, State Bridge Design Engineer.

BRIDGE DESIGN

The primary responsibility of the Bridge Design Division is the design and preparation of plans for bridges and drainage structures. Plans for all bridges and drainage structures which are let to contract by the Commission are either prepared by the Bridge Design Division or reviewed and approved by the Department before they are accepted from any outside agency who prepared the plans. Approximately fifty-five design engineers and engineering de-



The Bridge Design Department has a woman Engineer, Mrs. Annie Ruth Sugg, (left), Charlie Goodwin (center) Engineer, and R. V. Bennett, Project Engineer are shown above working at their desks.

sign technicians are presently employed by the Department. Of this number, about 90% are usually actively participating in the design and preparation of plans. The remaining personnel are engaged in administrative and special assignment work.

Personnel engaged in the preparation of plans operate on the squad system with about 7 or 8 design engineers and technicians working under the direction of a design engineer as a squad leader. This group works as a team in carrying on the work of laying out the structure to fit the site, designing the structural members, developing construction details, and drawing and checking construction plans. A project engineer supervises the work of two squads and is directly responsible to the Department head and his assistants. He coordinates the development of structure plans with other departments of the Commission, resolves design problems and reviews final plans.

The design engineers, using field survey data obtained by the Bridge Location Division and working closely with engineers from the Roadway Design Department for proper grades and geometrics on the structure, individually tailor each structure to fit its location. Utilizing years of experience in observing and analyzing

bridge construction costs, the most economical and practical type of construction for the usual highway separation and stream crossing structures can be quickly selected. However, structures which vary from the usual, because of long span requirements, deep water pier construction, tall pier columns, movable spans, complex geometrics and other special considerations, require preliminary design and cost studies before determination of the type construction best suited for the structure. Recently designed structures such as the Oregon Inlet bridge, the I-26 structures over Green River, the swing span at Washington, and the French Broad River crossing in Asheville required many hours of study before final determination of the most feasible span arrangements and economical types of construction.

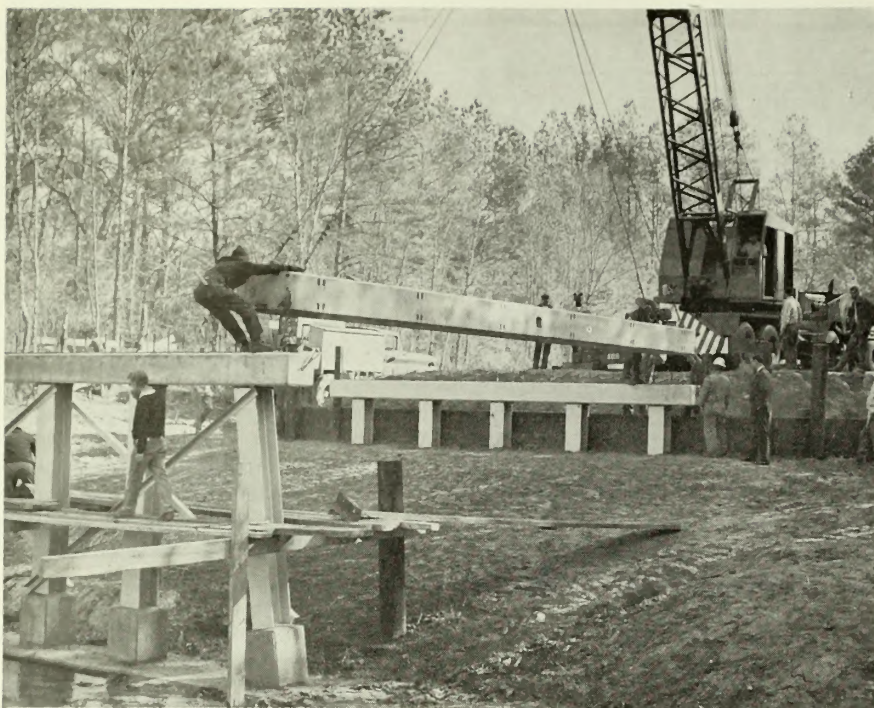
Plans prepared by municipalities, and private organizations for structures either to carry traffic on a road on the State system or to cross a road on the State system must be submitted to the Commission for approval before permission is granted to construct the structure. The reviews of such plans for structural adequacy or clearance requirements are made by the Bridge Design Department.

Consulting Engineers employed by the Commission to prepare structure plans are furnished, by the Bridge Design Division, criteria for standards to be followed in developing the plans. Plans are reviewed by the Department in both the preliminary and final stage for geometrics meeting the required standards, types of construction proposed for the location, practical construction details and completeness of plans, and suggestions and recommendations are made to the Consultant as required. In general, engineers from the Department work closely with these Consultants in coordinating the development of plans which will meet the Commission's standards. The volume of work prepared by Consultants and other outside organizations over the past few years has been such that at least one engineer in the Department has been engaged full time in reviewing these plans and otherwise working with those preparing the plans.

In addition to its prime responsibility of developing structure plans the Department also has the responsibility of reviewing and checking all plans for sign structures which are let to contract by the Commission, of analyzing the structural capacity of existing structures over which requests for moving special overloads have been received or to which requests for attaching utility lines have been received, of reviewing plans for falsework proposed by con-



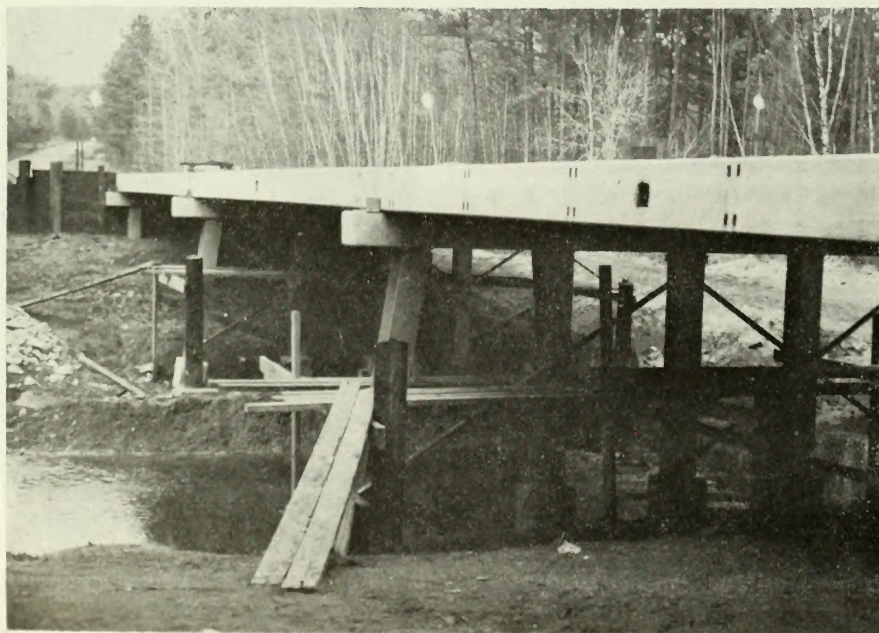
Pictured above are R. S. Wicker, (Head of Bridge Design Plans Room) and C. D. Moss, Engineer,



REPLACING OLD TIMBER BRIDGE WITH PRESTRESSED CORED SLAB BRIDGE

The Prestressed Cored Slab Bridge shown being erected is Bridge #94, Harnett County on S.R. 1427 West of Chalybeate, N. C. This bridge is the first of this type to be built in North Carolina. The bridge consists of 3-35' Spans with 24' clear roadway and H15-S12 capacity. The substructure was built by the Bridge Maintenance Department with the superstructure being erected by the supplier of the prestressed concrete caps and slab sections. The caps are welded to the steel pile substructure and the slab sections rest on neoprene pads on top of the caps. The slab sections are held in place by steel dowels cast in the concrete caps. After transverse post tensioning, the shear keys in the slab sections are filled with concrete for lateral load distribution. Placement of steel handrails and curbs, and an asphalt wearing surface complete the structure.

One of the main advantages of this type bridge is that road closure time is held to a minimum. The picture below shows the bridge taken that same afternoon, only handrails need to be added.

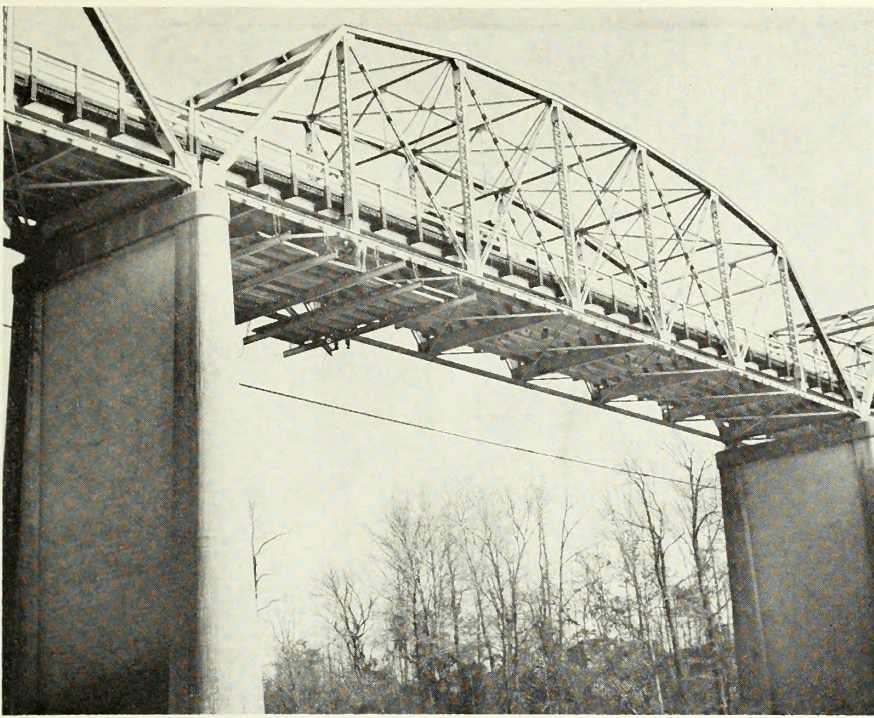


tractors for use in the construction of structures on projects let to contract by the Commission, of reviewing and checking shop plans submitted by fabricators for all structural steel and prestressed concrete girder members used in bridge construction, of preparing structure cost estimates when requested by other departments of the Commission for use in highway planning, and of making all other special studies and investigations regarding development of proposed structures or alterations of existing structures on the State system. This type of work entails a considerable amount of time. Three engineers within the Department are on full time special assignment to handle such work, and others are drawn from their normal assignments and assigned to this type work as needed.

The Permit Department, which is attached to the Bridge Design Division, issues or declines permits for hauling overweight and oversize loads not legally permitted. The volume of work has steadily increased over the last 10 years and currently a daily average of 140 permit requests are handled. To aid in efficient handling of the permits, the Bridge Design Office has determined what routes may be safely traveled by specified loads, and maintains a card file for each bridge in the State.

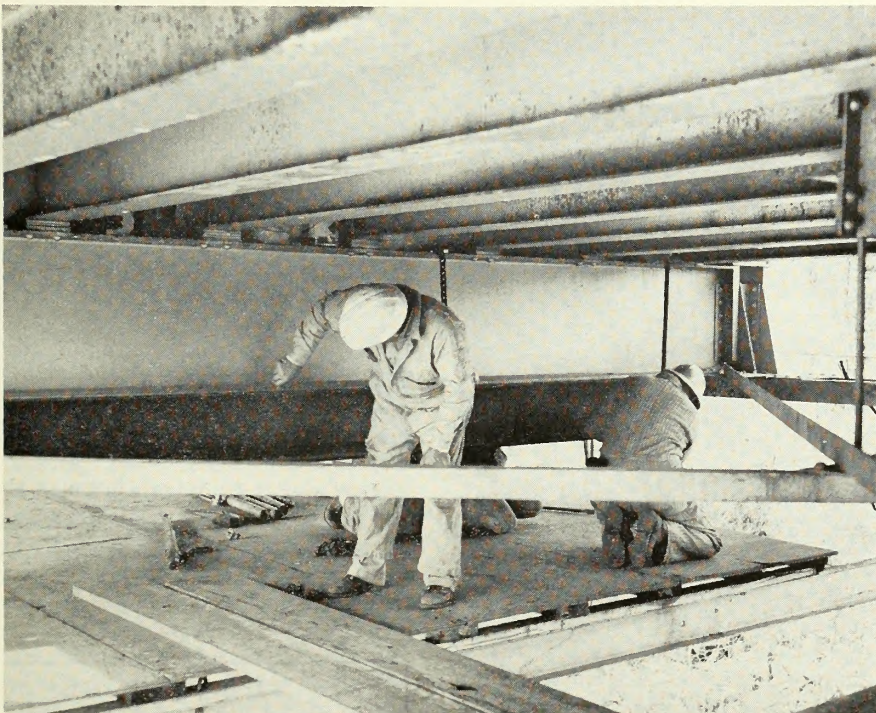
All problems encountered during bridge construction which require change in the design of any part of the structure are referred back to the Bridge Design Department for study, recommendations, redesign and plan revision. Time spent on construction changes varies considerably from time to time but during a year amounts to many man-hours. Such changes, which may result from human error or revised layout in the field but primarily from foundation problems, are returned to the squad which originally prepared the plans and usually demand immediate attention.

The Department recognizes that included in its duties of producing bridge plans is the responsibility of providing structures which are safe, functional, esthetically pleasing, and as maintenance free as possible. Efforts are made to produce these characteristics in the structure as economically as possible by the use of sound engineering judgment in employing up to date design and construction techniques and specify-



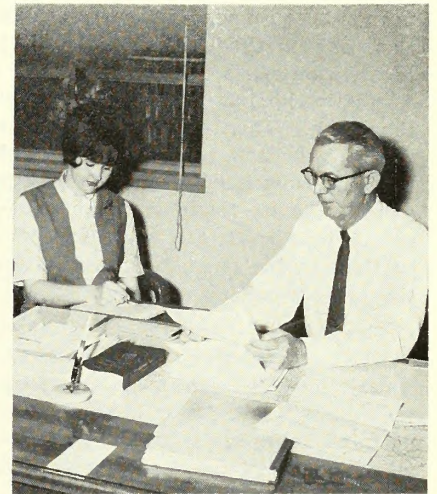
ERWIN BRIDGE

The floor system on the Erwin Bridge shown is being strengthened by the Bridge Maintenance Department. This bridge is on NC 217 over the Cape Fear River near Erwin, N. C. The work consists of bolting and welding additional steel members to the existing steel truss floor system. The creosoted timber approach spans on each end have already been strengthened and the work on the trusses will complete a major restoration job which included a complete new floor placed without detouring traffic.



Above shows the Maintenance Crew adding a new steel beam to the existing floor beam. They will weld it in place.

ing the most suitable construction materials for a particular structure. Great strides have been made in the past few years in the development of construction materials by the material industries and in design and construction techniques by research sponsored by the Highway Research Board and many colleges and universities. The Department has made efforts to stay abreast of these advancements and to take advantage of those which offer benefit in producing better structures for the highways of North Carolina.



Above is shown Mrs. Carolyn Clark, Secretary and L. C. Dillard, State Bridge Construction Engineer.

BRIDGE CONSTRUCTION

Inspection of Construction

One of the most important functions of this department is furnishing advice to division construction personnel as to procedures to follow in connection with bridge construction problems that arise during the progress of the work. The department furnishes the services of six area bridge construction engineers who are specialists in the general supervision and inspection of bridge construction. These engineers make regular visits to the projects for the purpose of observing the progress of the work. Special visits are also made when necessary to furnish information as to procedure to be followed when changes are required due to actual construction conditions encountered. During the progress of the work, proper checks

are made to see that it is being carried out in accordance with the requirements of the contract. Upon completion of all structure projects, a final inspection is made by an area bridge engineer to check on contract compliance before the work is accepted from the contractor.

These area engineers cover their visits to the sites by a written report giving the status of the work, including records as to any special problems which may arise. Coverage is also given to such items as need for additional state personnel in order to properly supervise the work, adequacy of the contractor's personnel and equipment in carrying on the work, method of keeping project records, etc. with appropriate recommendations being made in connection therewith. When final inspection is made, a written report is furnished covering such inspections, and where deficiencies are found making recommendations as to the necessary corrections which must be made before the project can be accepted.

This work is handled by Messrs. A. L. Barnett, Max Collins, Jr., W. B. Jones, R. E. Noblin, H. C. Townsend, and S. B. Usry. Messrs. Barnett and Jones are stationed at Asheville and Salisbury respectively and the other four work out of the Raleigh office.

Protection of Railroad Grade Crossings

This department handles all matters in connection with the protection of railroad grade crossings of system roads and streets by electric automatic flashing signals and gates. This includes investigations to determine where such protection is needed, handling with the Bureau of Public Roads for installations approved by the Commission and with the various railroads in connection with the necessary plans, estimates and agreements for such installations. Inspections of the installation of such signals and billing for this work are also handled.

For new installations, continuing investigations are made with periodic recommendations as to which locations should be protected. For signals already in place, a check is maintained on the eligibility of such signals with respect to the Commission's responsibility for 50% of the maintenance cost, the rate of pay-

Bridge Construction



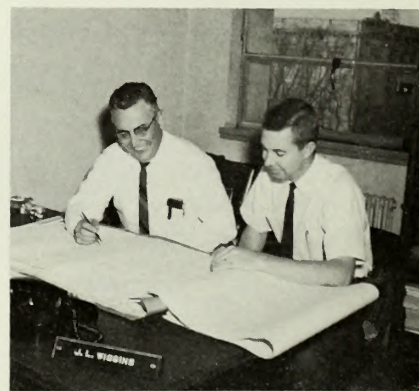
Standing—Left to Right: S. B. Usry, H. C. Townsend and W. B. Jones, Area Bridge Construction Engineers.

Sitting—Left to Right: R. E. Noblin and Max Collins, Jr., Area Bridge Construction Engineers; L. C. Dillard, State Bridge Construction Engineer and A. L. Barnett, Area Bridge Construction Engineer.



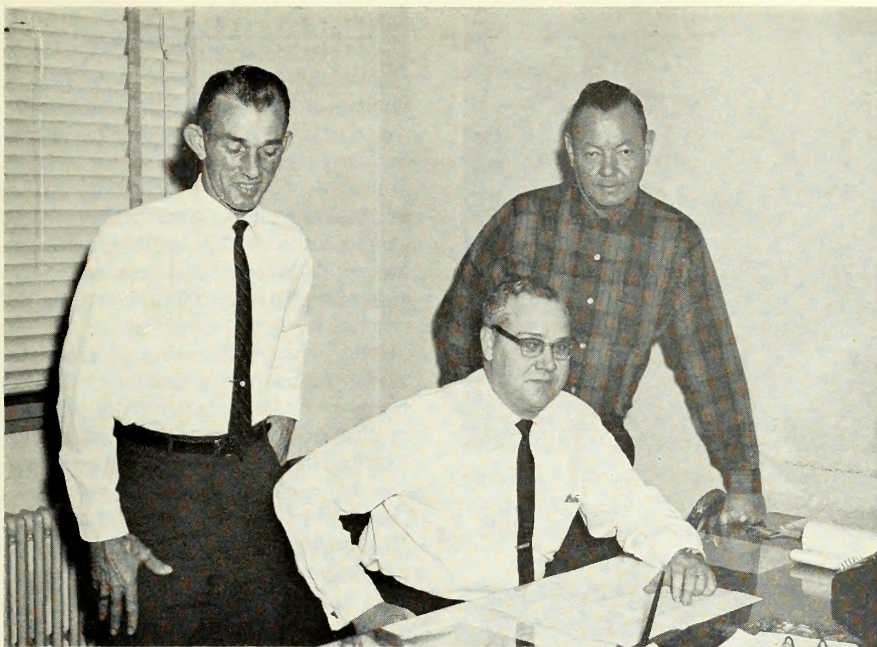
ment for each, and the distribution of such costs. For fiscal year 1965-66 there were 626 such installations in place with payments of approximately \$187,000 being made to the 18 railroads involved.

The above work is handled by Mr. W. J. Brown who is pictured above.



Left — J. L. Wiggins, Final Estimate Engineer and Right — Charles A. King, Assistant Final Estimate Engineer.

The March-April Issue of ROADWAYS will feature John L. Allen, Jr. Finance Department.



Center—A. F. Noble, Encroachment Engineer; Left—J. G. Davis, Assistant Engineer and Right—L. H. Clarke, Assistant Engineer.

Encroachments and Railroad Bills

Applications for attachment of water, sewage, gas, telephone and any other facilities to structures are reviewed by this department. This requires an evaluation as to additional stresses involved and a determination as to whether the proposed encroachment can be permitted. If allowed, the proposed method of supporting the facility is checked to see that it is in accordance with our approved standards. Upon completion of review, the encroachment is forwarded to the Right-of-Way Department with appropriate recommendations. As an indication of the growth in this respect, it might be interesting to note that such applications have increased approximately 300% in recent years and now average approximately 10 per day.

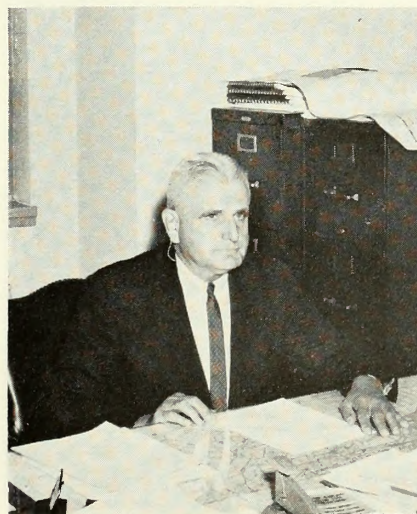
In connection with the construction of railroad grade separation structures, it is generally necessary for the affected railroad to perform some work as pole line changes, flagging protection, etc. with its forces. Bills submitted by the railroad companies covering such work are checked for compliance with applicable requirements including Bureau of Public Roads memorandums, and after reconciliation of any exceptions, are forwarded to the Accounting Department for payment.

The above work is handled by Mr. A. F. Noble with the assistance of Messrs. L. H. Clarke and J. G. Davis.

Electrical Engineering

The electrical engineer in this department prepares specifications covering the installation of electrical equipment for draw spans and for bridge and highway lighting systems. He also reviews plans and specifications for such work prepared by consulting engineers. His duties also include inspection of such installations to insure that the work is done in conformance with the requirements of the contract.

This work is handled by Mr. A. S. Furtado, who is pictured below at his desk.



Final Estimates

All final estimates for structures are referred to this department for checking. This review covers a determination of the accuracy of the quantities of the pay items involved, and a detailed check is made of all such items before the estimate is placed in line for payment. It also covers, for projects where the contract time is exceeded, a thorough review of the project records to determine if an extension in time is justified, and if so, the amount of such extension. On the basis of the results of this review, appropriate recommendations are made covering such extensions.

All extra work orders and construction change requests involving structures are also checked in this department and recommended for payment if satisfactory.

This phase of the work is handled by Mr. J. L. Wiggins who is assisted by Mr. C. A. King.

The Bridge Construction Division is directed by Mr. L. C. Dillard, State Bridge Construction Engineer.

EVIDENCE OF HOME STUDY

A teacher asked one of her second graders to describe a set of scales. "All I know," said the child, "Is you stand on it and it makes you mad."

Hints From Heloise

ROAD MAPS

GOOD BOOK COVERS

By Heloise Cruse

Dear Heloise:

Discarded (or new) road maps make attractive covers for school books.

The kids love 'em!

K. K.

* * *

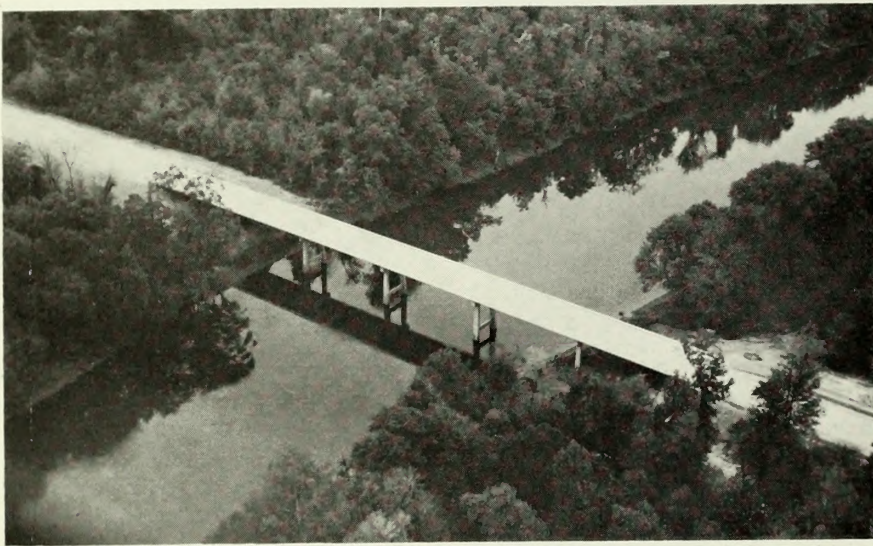
They would be so colorful and interesting!

And, just think of the money you save on book covers — to use on other school supplies.

Heloise



Left to Right: J. J. Powell (Bridge Maintenance Engineer), J. R. Markham (Retired Warehouse Manager), A. H. Shores (Warehouse Manager) and K. R. Scott (Assistant Bridge Maintenance Engineer).



Above is an aerial view of the Lexington-Oak City Bridge.



Left to Right: J. M. Underwood, Jimmy Lee and B. S. Jenkins (Highway Engineers).

Bridge Maintenance

The Bridge Maintenance Department is a Division of the Bridge Department. It is a state-wide organization with headquarters in Raleigh, and is directed by the State Bridge Maintenance Engineer with the aid of the Assistant State Bridge Maintenance Engineer, and his other Assistants who are listed later in this article.

The primary function of this Division is to maintain and keep in serviceable condition all of the approximate 17,000 bridges on the Highway System including both Primary and Secondary. The bridges vary in length from about 10 feet to 3.5 miles. Maintenance work varies from minor repairs such as replacing some planks in a timber floor or patching a hole in a concrete floor to major repairs which occasionally amount to more than \$25,000 each. Examples of major repairs would be replacing all the flooring on a small timber bridge, adding a few piles under a bridge, replacing the entire floor system of a rather long bridge, rebuilding protective fender systems on the Inland Waterway, replacing one or more spans along with portions of the substructure that have been knocked out or demolished due to an accident and replacing spans washed out during a flood.

The thousands of large pipe lines and reinforced concrete culverts on the Highway System are not included in the approximate 17,000 bridges mentioned above. Some maintenance work, however, is required on a portion of these every year and our Division is also responsible for this.

Last fiscal year Bridge Maintenance made 10,885 minor repairs amounting to \$1,058,900 and 196 major repairs amounting to \$584,400. Repair work for each of the last several years has been approximately the same.

In addition to the repair work we have, in recent years, averaged replacing about 475 small substandard bridges (usually timber) each year with our forces. The major portion of these bridges had reached the point where they were practically beyond repair. Others were replaced because of low capacity, being much too narrow and/or to improve poor alignment. The replacements are in most cases either large pipe lines or more modern bridges. Total cost of bridge replacements averages about \$3,100,000 per year.

Bridge Maintenance is called on to construct and maintain many other special types of structures such as Ferry Docking Facilities, Ocean Outfalls, Asphalt Plants, Retaining Walls, Chloride Storage Bins and other various types of buildings throughout the State including warehouses, equipment shops, truck sheds, maintenance headquarters and occasionally some of the office buildings. Last fiscal year this type work amounted to approximately \$975,000 and will be about the same this year.

To perform all of the above work, Bridge Maintenance usually keeps between 750 and 800 employees on its payroll. The variation is mostly in the number of temporary men employed on an hourly basis, and it seems impossible to employ and keep enough of these, especially in the more highly industrialized areas.

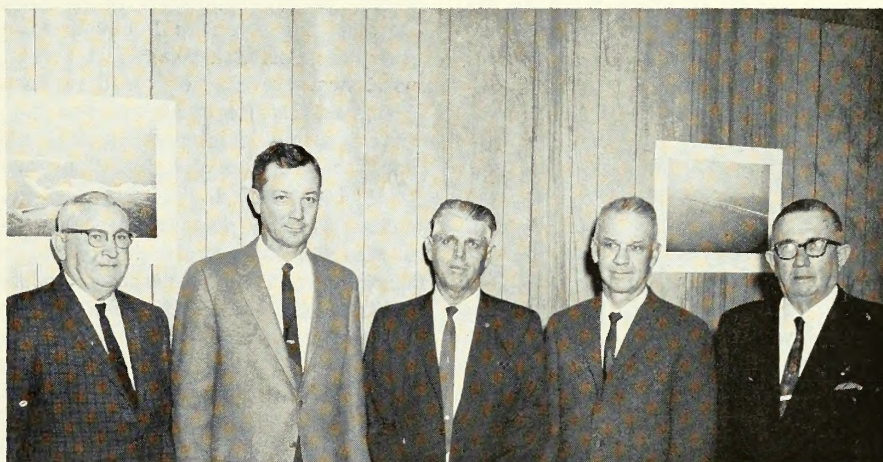
To direct the field work we have five Bridge Superintendents (Highway Engineer II). Each of these Superintendents has an average of 11 crews under his supervision. In charge of each of these bridge crews is a Foreman, and to each Foreman and his crew is assigned from 1 to 4 counties. The average crew consists of the Foreman, 2 or 3 Skilled Bridgemen, 7 Semi Skilled Bridgemen and 3 Temporary Employees with the larger crews also having a Sub-foreman.

This Division now has four Bridge Electricians whose primary work is done on the drawbridges. However, they are called on to do a considerable amount of other electrical work such as wiring the buildings our forces construct and rewiring existing buildings. Their work is directed by the Electrical Engineer. The latter is assigned to the Bridge Construction Division, but works with Bridge Maintenance much of the time.

For the building work including construction and maintenance of buildings, previously mentioned, we have 2 Building Superintendents and their crews. Because of the volume of this work the two building crews cannot do it all by any means, so almost 50% of it has to be done by bridge crews. Bridge crews also construct all of the chloride bins and do the other special projects mentioned.



Left to Right: J. M. McKinney, K. R. Scott (Assistant Bridge Maintenance Engineers).



Left to Right: L. M. Mitchell, H. K. Stallcup, W. C. Goodrich, R. C. Glenn, H. M. Bivens (Bridge Maintenance Superintendents).



Left to Right: Brenda Johnson (Secy) and J. J. Powell (Bridge Maintenance Engineer).



Constance Boykin (Typist II) and Sue Freeman (Clerk III).

As might be expected, quite a large amount of office work is required in connection with the number of employees, amount and variety of work performed by this department. The Raleigh office is responsible for and performs the following in connection with both field and office personnel and operations: Checks all payrolls and expense vouchers; keeps cost records on field work, payroll records, personnel records, retirement and insurance records; writes all requisitions and approves all invoices; handles personnel matters, employees insurance,

Workmen's Compensation, equipment rental cards, collection of damage claims; mails out all checks and payroll cards. Practically all correspondence, work orders, reports, forms relative to our work and personnel either originates in this office, or are received by it or are relayed through it.

The Raleigh office force, in addition to the State Bridge Maintenance Engineer and his Assistant, consists of the following: Office Engineer (Highway Engineer II) and his two Assistants (H.E. II & H.E. I), Clerk IV and his two Assistants (Clerk III

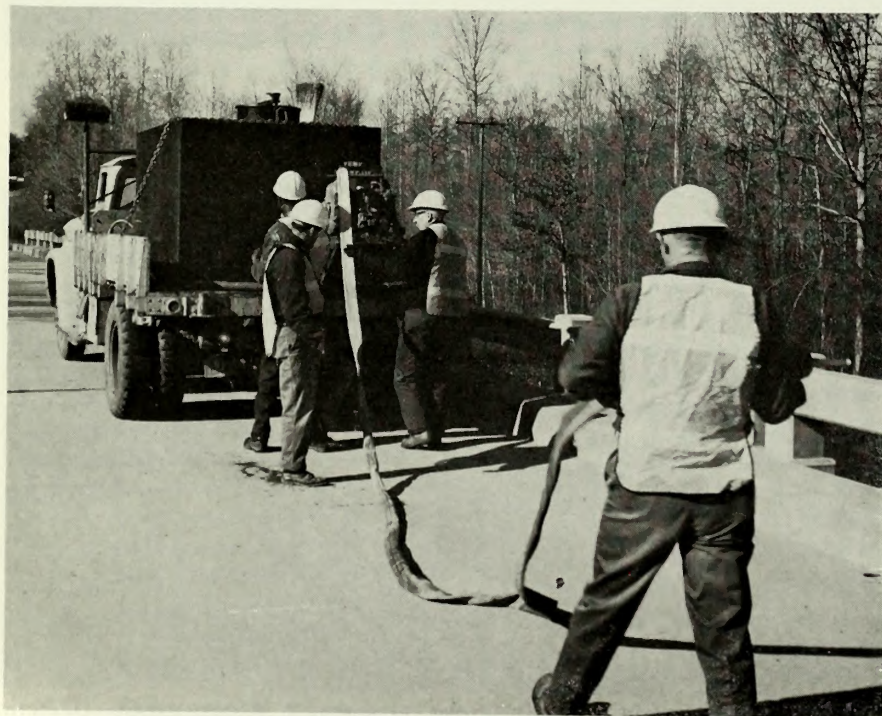
and Typist II) and the State Bridge Maintenance Engineer's Secretary (Steno II).

Except for preparation of requisitions, work orders and a portion of the correspondence, most of the work listed in the preceding paragraph, including typing of requisitions, is done by the Clerk IV, his two Assistants and the Secretary. Each Superintendent and Foreman, of course, have a certain amount of office work to do and each one has an employee trained to assist him, usually on a part time basis.

Even though Standard Drawings are used whenever possible, special designs and drawings are required for some of the new bridges, special repair projects and most of the special work such as ferry docks, ocean outfalls, Chloride bins and some of the building work. Then too, the standard drawings have to be prepared and are revised when deemed advisable. All of this work is done by our office Engineers except for an occasional design done for us by the Bridge Design Department at our request. The office Engineers also work up Bills of Material; prepare estimates, requisitions, handle the work orders and perform many other duties in connection with our operations.

Our main warehouse is at Method near Raleigh and we have a sub-warehouse at Hickory. Smaller items of material such as paints, nails, bolts, etc. are stored in and distributed from these warehouses. Employees in charge of and performing this work including keeping records and other office work are: Warehouse Manager I, Warehouseman II, Clerk II and 2 truck drivers. The larger items of material such as steel I-bms., creosoted timber, piles, etc. are delivered to our crew headquarters or to bridge sites and other project sites by the suppliers.

In addition to the stock items kept in the warehouses, a considerable amount of material including creosoted timber, creosoted timber piles, treated handrail lumber and steel I-bms. is stocked in our Maintenance Yards throughout the State. Quite a bit of this is good used material salvaged from old structures when they were removed by contractors



Above is a maintenance crew cleaning a bridge.

and Bridge Maintenance Crews. This stock material enables us to replace whole bridges or portions of them without delay when necessary because of washouts, accidents or other emergencies. Even in our regular work it is a big advantage to have a certain amount of material on hand. It keeps the crews from being tied-up waiting for deliveries. Most of the stock material and equipment needed is requested by the Superintendents, their Foremen and the Warehouse Manager. Then in most cases it is approved by the Bridge Maintenance Engineer before requisitions are prepared and sent to the Purchasing Department. Any material needed for a special project or otherwise, if not in stock, is purchased in the same manner. For all of its operations, the Bridge Maintenance Division purchases more than \$1,500,000 worth of material each year.

Many pieces of equipment including trucks, pickups, cars, cranes, front-end loaders, wreckers, tug boats, barges, compressors, welders and others are used in our field operations. This equipment is rented from the Equipment Department. The many smaller pieces of equipment used by our crews are furnished by the Equipment Department on a non-rental basis.

The Assistant Bridge Maintenance Engineer spends the major portion of his time working with the Superintendents, making investigations and general supervision throughout the State. The Office Engineer occasionally goes out in the field on special work and assignments. The Highway Engineer II who is designated as an assistant to the Office Engineer, spends a considerable amount of his time assisting the Bridge Maintenance Engineer on research and experimental work and on special assignments both in the field and office.

We and especially our Superintendents contact the Division and District Engineers frequently concerning our mutual operations. In fact, all of our employees in a supervisory capacity both in the field and office have many contacts and work closely with the Division personnel and other Departments including Personnel, Equipment, Purchasing, Accounting, Insurance, the other Sections of the Bridge Department, and others.

BRIDGE MAINTENANCE

The Bridge Maintenance Department was originally organized by Frank Page, Chairman of the Commission, in 1921. At first only two or three crews were in the field, who did work practically of an emergency measure, repairing old structures, principally timber construction. These crews lived and traveled from job to job in camp cars, pulled by solid tire trucks. Most of the equipment was World War I surplus, donated by the U. S. Government. The camp cars were built by the State, were 8 ft. by 18 ft. and one was used for cooking and eating and two or more were used as sleeping quarters.

As more roads were taken over for maintenance and more bridge work needed the number of bridge crews were increased. The department was also placed directly in the charge of the Bridge Engineer. He then appointed one of his Design Engineers and designated him Bridge Maintenance Engineer. After a few years, about 1923, he appointed one Bridge Maintenance Superintendent who had eventually 15 bridge crews, and due to the scope of work and details involved another superintendent was hired. The two superintendents practically divided the State, one in the East, and one in the West. The crews were then numbering 17, and were distributed all over the 100 counties in the State.

The N. C. Legislature of 1930-31 voted to include all "county" roads, to be maintained by the Commission, therefore all bridges were assumed by the Department.

Due to the condition of the bridges, only a few counties had bridges meeting the Commissions' specifications, it was necessary at once to increase the departments' personnel. Three Superintendents were then placed, with 35 bridge crews. Within a year this was increased to five Superintendents and some 36 bridge crews. At this time, crews were mostly located semi-permanent and only the original camp cars were retained until they deteriorated or were used for storage only.

During the period 1931-1949, untreated timber was mostly used, except in the sub-structures, where

creosoted timber, piling and local quarried stone where available. Numerous places where stone was quarried, processed, crushed, by State operated as well as private owned, concrete substructures were placed. This permanent type of substructure was later used when new superstructures were needed. The superstructures in spans up to 19' were built with either oak, cypress, pine, joists, floor, wheel guards and rails. The rails were painted soon after erection, as lumber in them was used that was allowed to dry previously. Paint used at first, was white lead and oil, pre-mixed. Shortly after, aluminum paste and vehicle for wood was adopted as a Standard for rails. In spans 20' and up to 50', structural steel of I-Beams were used and a "nailing" strip was placed on top flange, bolted at 4' alternate centers was used. Then flooring was spiked on allowing 1/4" open space between each piece of floor, to allow excess dirt to fall through and to allow air space to edges as well as nailer. Later when treated flooring was used exclusively, then floor was jacked tightly together, and asphalt wearing surface was placed to protect the floor and to lessen the slick surface created by the treated timber. The placement of asphalt surfacing immediately after floor is placed, is beneficial as the creosote "bleeding" to the surface has a tendency to cut back the asphalt, which would cause gradual shoving and breaking up the wearing surface. A number of counties had numerous steel truss spans, low, thru stiff and pin connected spans. Most of these had not been maintained properly, since erection, some as much as 40 years previous to 1931. The enormity of placing these structures in good serviceable condition, was noted by survey and inspection within 2 years after 1931. During the two year period practically all work as limited to emergency maintenance. Capable men, some of the Bridge Department was assigned to various counties and all roads were covered with the purpose of cataloguing the structures. It was originally decided spans 15' cts. and over would be tabulated. Afterwards all spans were included. Measurements, span, floor, height, size and spacing joists, size of floor were noted. The inspector making notes

would carefully inspect for condition, note same, with recommendations, then erect, each end of structure a temporary load limit sign. These signs were replaced with semi-permanent sign by State Sign Department within shortest period permitting. Within minimum time the Bridge Superintendent of the respective county was notified of needed repairs and if an emergency repair was needed, then he was notified at once, or the bridge was barricaded to traffic, until repaired.

Within a few years after 1931, the bridge crews were increased to 65 and several of these were used exclusively for painting steel structures, during normal painting seasons, some 8 months of the year. Some portion of the crews were used for strictly maintenance replacement of needed portions of substructure, broken joists, bad flooring, replacement and painting rails. After several years of bright replacements, twice a year inspection by crews was made and needed repairs were done, particularly of a "Preventive Maintenance" was done. At least once a year, timber rails were painted, weeds, brush, were cut around the bridges and a general clean up was inaugurated. This feature usually was done previous to school openings, so as to lessen possibilities of any accidents.

Gradually, due to the experience and type of men the Department had, considerable work was accomplished and although numerous emergencies occurred, the delays to the public were less and less. A higher type of structure was given careful consideration and after funds were available, an all creosoted, or steel and creosoted timber was adopted in locations considered as permanent. The untreated structures due to being 10-15 years of age, deteriorated and whenever possible a creosoted timber or the combination as above was built. After considerable cost accounting and several experience structures, a composite structure, all creosote, except floor slab, curbs and rails of concrete was built in several counties, where a 24' clear roadway, on a permanent location was needed and built. There were mostly on higher traffic count roads which roads were either paved or were to be in the near future. Due to the experience gained by the crews on this type of structure and also since many were built on creosoted pile

substructure, the cost was very comparable with previous low type structures. Therefore this composite type was being built almost exclusively in a number of eastern counties.

One state-wide feature that was of enormous value was the replacement of hundreds of small bridges, 6-8-10-12-14-16 ft. and in several cases up to 50 ft. in lengths, with pipe lines, concrete and galvanized metal. Due to the easy and economical installation, metal pipes were greatly used. Due to the lack of heavy equipment and providing quick replacements, in some counties as many as 100 or over, small bridges were replaced in a few years duration. Numerous pipe lines had concrete or rubble concrete headwalls, placed, mostly both ends of the pipe lines. These pipe lines lessened the maintenance and greatly enhanced the safety factor by eliminating narrow and sub-standard bridges.

Due to several Legislatures approving Bond Issues for Secondary or County Roads, funds were increased and accelerated programs including bridge work was programed. From time to time large structures, even over 1,000 ft. were let to contract. The structures let were of permanent type, except future structural steel painting, therefore the relief of maintenance allowed the Bridge Maintenance crews to concentrate on other structures.

Approximately 1954, the increase of traffic, speed, car registration and also for greater safety factor, it became necessary that wider structures were needed. Some structures that were taken over from the counties in 1931 were either less than the pavement widths or were the same width as the pavement. Some structures had sufficient substructure to allow for widening but the majority did not have that saving factor. Whenever possible creosoted pile substructure was used, either concrete, rubble concrete, was used. Majority of the superstructures were widened using the same type as in the original bridge. Using traffic counts as available, the basic superstructure was replaced whenever the rated capacity was less than desired on the particular road. If replaced in its entirety then the salvageable materials were carefully removed and stored for use on a minor road structure. The established standard for a width was to make all structures 4 ft. wider than the approach pave-

ments. In some heavily populated counties which have high traffic count on the secondary roads, then the recommendations, for new structures are a minimum of 26 ft. roadway, and also to have H-15 - S-12 loadings.

Although the State assumed responsibility for all county bridges some 31 years previously, and a tremendous amount of work has been accomplished and millions of dollars have been entailed, there is remaining hundreds of bridges, either to build or to be widened. Funds have been judiciously spent and all aspects as to type, materials, labor, etc. taken into account. Regardless of increase in cost of materials, labor, equipment, the per foot cost of Bridge Maintenance structures has not greatly changed.

Some 14,000 bridges on the County system are to be maintained, and in addition to this, the Bridge Maintenance Department also builds and maintains, ferry docks, several fixed ferries, thirty-four draw bridges. We have built all types of maintenance buildings, frame, masonry, brick, and foundations for steel buildings needed by the Commission. All types of rock quarry assemblies have been constructed and numerous specialty works whenever called upon to do so.

At present the Department has 56 crews, 625 permanent and 182 temporary field men. Some prisoners are continually utilized but these are usually above the laborer class and are used at either critical labor locations or to supplement free labor. Seven central office personnel are used with five superintendents in the field. Payrolls for the Department are \$250,000 monthly.

All materials, hardware, paint, timber, piling, structural reinforcing steel, concrete, pipe, etc. are purchased by the Department of Purchase and Contract on a competitive bid basis.

Some seventy-two bridge yards are maintained in the 100 counties and are used as direct headquarters for various crews, where the equipment is housed, standard sizes of various types of materials are properly stored. The materials stored at the yards is usually provided to handle any normal emergency, as well as

to provide available materials for regular work to lessen delay in completion of structures. The stock is replaced as needed to maintain a proper balance. As previously stated, all usable salvage materials is also stored on the yards for immediate use when needed.

As is the case in private industry, the State has personnel who are more trained in some type of work, better than other types. Some of the crews are more adapted to "floating rig" work, on pile driving, than others who do not have occasion to to this type. Then others are more efficient in form building, concrete work, and others in steel erection. Due to great variety and topography of the state, it is more economical to have the crews permanently stationed and this factor lessens the scope of the work. This also leads to securing capable crews and increases the morale. From time to time, men who have proven the ability have been promoted, even to grade of Superintendents. Whenever a foreman's position is open, men, when available in the crew, are given the opportunity for the promotion. Although the normal rate of pay is smaller than those in private industry, the State has been most fortunate in holding a number of the men until time for their retirement even when starting young in years. The "fringe" benefits, retirement plus Social Security, group insurance, annual leave, accumulated sick leave, are factors to induce permanent employment. Personnel also benefit by an efficient Personnel Department, with automatic and merit pay plans with other studies being conducted, such as Longevity plans.

The general "Morale" of the Bridge Maintenance Department has extended to construction of larger structures. Substructures of concrete piles, with longer and higher type of superstructures have been built in several localities. This affords several crews the opportunity to learn types of construction usually done by contractors. This type of work has brought forth the knowledge, that the department's equipment is not adapted for the heavier work. It has become necessary to obtain suitable heavy cranes for pile driving, placing structural steel, concrete. The necessity for having vibrators, screeds, and other related equipment is noticeable.

If regular maintenance can be retained as in the past, the higher type structure will eventually be of great benefit due to lesser maintenance.

Proper cost accounting has been a feature of the Department, all work is done on a labor, materials, equipment, costs of each "Work Order". Some Work Orders are for individual structures and others are for several. Most large structures have individual Work Order, so exact cost can be obtained. Plans are prepared within the Department for most all special structures. Standards for numerous types of structures were designed and prints distributed to each crew several years ago, and supervision checks to ascertain these standards are followed.

Close contacts are maintained with Road supervision, so as to be advised when any emergency bridge work is needed, also when new construction is planned, so bridge work can coincide with others. When it is needed, change in location, contacts are made with proper Road Supervision and such changes are studied jointly. When needed, the Hydrographic Department is called upon for drainage consultation as well as their recommendations, as to size, heights, etc.

The annual budget is approximately \$4,500,000.00 and the "extra" work, such as buildings, ferry docks, etc. usually amount to \$1,000,000.00 or more and due to the experience and low cost to the State, the Bridge Maintenance Department is called upon to do the "extra" work.

Compiled by:

K. R. Scott, 6-1-62

NEW HIGHWAY

Italy has recently opened a second superhighway link between Rome and the sea. It leads to Civitavecchia, a mainland terminal for the Sardinia ferry. The first connected Rome with the resort of Ostia.

There's No Substitute for Safety

Better safe than sorry — especially when the margin of differences lies in doing things the right way, not the substitute way.

Whether at home, at work or behind the wheel of your car, the temptation to take shortcuts — to do things faster or cheaper or easier — is always there.

Before you take a shortcut that may cut short a life, think of why you do such things.

Why would you replace a 15 AMP fuse with a 20? Do you know that you are reducing the safety factor by 25 per cent? That's a lot of risk for a "put off" trip to the store.

Why would you use the wrong tool for the job? Too much trouble to get the proper one? The woman who fell off the chair can tell you that the trip to the hospital was much longer than the trip to the basement for a stepladder.

Figure the "real" savings in buying a cut-rate brake job for your car when your family's safety is at stake.

Whether it's figured in dollars and cents, or minutes and hours, the "just-as-good" way is a poor substitute for the safe way.

—National Safety Council

PLAN AHEAD

Safety work is one "game" in which you are judged not by your hits, but by your errors. In fact, accidents that never happened are unknown and lives saved are unidentified.

They didn't happen because somebody had the foresight to remedy the conditions that breed accidents.

That "somebody" might well have been you when you fixed the loose rung on the ladder, or replaced the threadbare rug on the stairway.

Or maybe it was your co-worker at the plant who not only performs his job well, but also takes time to analyze his job and came up with valuable suggestions that increase both safety and productivity.

Or it might have been the motorist who stopped for a nap or a coffee break when he felt himself nodding at the wheel.

Safety doesn't just happen — somebody has to plan it that way.

—National Safety Council

A Historical Sketch

Bridge Across Roanoke River



Mr. Zeb Vance Norman, a lawyer at Plymouth, was instrumental in and took the lead in efforts to have a bridge and causeway constructed across the Roanoke River at Plymouth. His efforts began as early as 1925. In 1929 a conference was held at Plymouth for the purpose of making an investigation for the proposed highway. At that time it was proposed to construct four bridges of creosoted timber with an 18 foot roadway and approximately three and one-half miles of swamp causeway for the expenditure of \$594,000. The estimated cost of improving and servicing eight and one-half miles of road from the river crossing to what is now US 17 was estimated to cost \$197,000. This made a total cost of \$791,000 for connecting Plymouth to US 17 via Roanoke River. For the navigation span it was proposed to construct a steel swing span providing two 80 foot clear openings. The bridge that is being constructed today for a navigation span will have a 50 foot vertical clearance and will provide 80 feet of horizontal clearance.

The preliminary studies and reports which were made on this pro-

posed river crossing in the period from 1929 to 1933 were based on narrow roadways and low standard type structures which are not practical for present day traffic. The estimated cost given in those reports were based on unit prices which are very much lower than those prevailing at the present time. In 1953 the matter was revived again and the estimate of cost was updated at that time to show that the total cost would be approximately \$3 000,000. This estimate reflected the improved standards and the rising unit prices.

A very serious effort was launched in 1961 to have a bridge constructed across the Roanoke River at Plymouth by the Washington-Bertie Bridge Association, of which Mr. Zeb Vance Norman was President and Mr. Carl L. Bailey, Jr. was Secretary. Their efforts are described very clearly in a brochure entitled "Petition for Plymouth Bridge, Washington-Bertie Bridge Association" dated September 25, 1961 and signed by Messrs. Norman and Bailey. Soon thereafter the Administration promised the people in the area that serious efforts would be made to provide funds for the bridge. The State

Highway Commission began earnestly to make necessary preliminary surveys and studies preparatory to determining the cost. The Advance Planning Department came up with a figure in November 1963 showing that the crossing, including all connections between Plymouth and US 17 and based on a high type facility, would cost between four million and four and one-half million dollars. In April 1964 the U. S. Bureau of Public Roads approved the project and it was programmed for construction.

In 1965 the first contract was awarded to the McLean Contracting Company of Baltimore, Maryland for the bridge sub-structure and a contract was awarded to Blythe Brothers of Charlotte for the construction of the roadway section across the swamp.

This project begins at US 64, 1.5 miles East of Plymouth, and heads North. It crosses Conaby Creek with one bridge, Roanoke River, Eastmost River, Middle River, and Cashie River with the main bridge, and Cashoke Creek with the 3rd bridge. The project ties into SR #1508, 0.5 miles North of Ship Yard Landing on Cashoke Creek.

The project is divided into three contracts. On 8-2-65 a contract was awarded to McLean Contracting Co. of Baltimore, Md. for the construction of the substructure of the bridge across the Roanoke River. The amount of this contract was \$719,324.91. On 10-18-65 a contract was awarded to Blythe Bros. Co. of Charlotte for the construction of the roadway from SR #1300 to the end of the project, and the bridges at Conaby Creek and Cashoke Creek. The amount of this contract was \$1,309,067.87. On 2-15-66 Propst Const. Co. of Concord, N. C. was awarded a contract for the section of roadway from US 64 to SR #1300. The amount of this contract was \$192,185.80. This is a F. A. S. project with the state contributing half of the money and the Federal government furnishing the other half.

Blythe Brothers began work on their contract at the South end on

November 8, 1965. McLean Constr. Co. began work on the Roanoke River Bridge on November 10, 1965. Propst Constr. Co. began work on their contract on March 14, 1966.

The big problems on this project are inaccessibility and the fact that a tremendous amount of muck and other unsuitable material has to be removed before the fills can be constructed.

At the present time the McLean Constr. Co. contract is 80% complete; the Blythe Bros. contract is 65% complete; and the Propst Constr. Co. contract is 90% complete.

Contracts for the superstructure for the Roanoke River Bridge and the remainder of the paving will be let in the near future.

This project is being constructed under the supervision of Mr. A. L. Moore, Resident Engineer. Members of his party are: W. J. Andrews, Assistant Resident Engineer, H. C. Griffin, Instrumentman, B. R. Rogers, H. B. Payne, L. J. White, J. D. Bullock, E. H. Wozelka, Jimmy Swain, J. F. Bailey, J. E. Davenport, J. M. Hodges and Gene Bullock.

Superintendent for McLean Constr. Co. on the Roanoke River Bridge is Mr. H. C. "Pappy" Mitchell. Superintendent for Blythe Brothers on their contract is Mr. E. E. Pigg. Superintendent for Propst Constr. Co. is Mr. Ed Cuthrell.

At present McLean Contracting Co. is about 15% ahead of their estimated progress schedule, and the other two contractors are about on schedule.

Completion dates for the three contracts are as follows: McLean April 1, 1967, Blythe Bros. April 1, 1967 and Propst October 1, 1966.

The McLean Contract on the Roanoke River substructure has progressed with a minimum of problems. All piles have been driven to good bearing, and the quality of the concrete cast has been excellent.

On Blythe Brothers Contract core drills through the fills show 30' of muck has been displaced in certain sections. The contractor has done an excellent job of displacing muck as shown by results of the core drill.

On the Propst Constr. Co. Contract it was found that it had twice as much unsuitable material to excavate as estimated. By using good quality Borrow in this section, the State should get a good completed project.

A Unique Bridge

"Parker's Ferry"

A unique part of the past has been preserved a few miles north of historic Winton in Hertford County.

It is a small 60 foot long, 15 foot wide cable steered ferry that plies the Meherrin River daily, carrying an average of 15 vehicles across the 100 yard wide river.

The ferry, which can carry only two vehicles weighing less than 3 tons each, operates from dawn to dusk and is maintained by the State Highway Department.

It is believed to be one of only two ferries of its kind left in the State. The other operates at Sans Souci in southern neighboring Bertie County, carrying traffic across the Cashie River.

Parker's Ferry is one of only two ways to cross the Meherrin River in Hertford County. The other crossing is the bridge at Murfreesboro, some 10 miles to the west.

The ferry was put into operation by the county during the early part of the century to allow folks living in the northern end of the county reach the county seat of Winton without having to go by way of Murfreesboro.

The State Highway Commission took over its operation in 1931 when it assumed responsibility of the states roads.

The ferry is off the "beaten path" and its approach roads are still unsurfaced, but many motorists still use the facility, particularly on weekends.

Many people who ride the small craft do so out of curiosity, others out of necessity and for convenience, and it's doubtful that the system will be discontinued anytime in the near future.

For one thing residents in the area and county would probably vigorously protest its discontinuance and its doubtful the State Highway Commission would consider constructing a bridge, which in all probability would also be vigorously protested by citizens who take pride in the ferry and its reminder of a peaceful era.

There are two ferrymen on duty at the crossing, L. L. Matthews and J. A. Ellis of Ahoskie, retired Union Prison Camp superintendent.

Matthews, who lives on the north bank of the river where the ferry is berthed has been in charge of the ferry for nearly a quarter of a century. Ellis has been an operator the past 14 months under Matthews.

Ellis commutes back and forth to his job, driving to the south bank of the river and paddling a row boat across to his station.

Matthews rents fishing boats which are tied up near the ferry. The Meherrin is noted for its good fishing and many fishermen use the ferry site, which is less than a half mile from the Chowan River, to launch their boats.

Also located nearby is the mouth of Potecasi Creek which winds its way for several miles into the interior of the county.

Ellis says that the ferry is used heavily during the summer months, particularly on weekends. Many travelers use it to reach nearby Chowan Beach.

At times cars line both banks waiting their turn to cross while the little ferry, powered by an old truck engine, races frantically back and forth across the river carrying its maximum load of two cars.

On the south bank of the river a herring processing plant has recently been constructed by two commercial fishermen from Rocky Hock in nearby Chowan County.

This facility is used only during the spring herring runs but causes a marked increase in ferry traffic.

Ellis is affectionately known by many ferry travelers, especially students at Chowan College in Murfreesboro, as "granddaddy." Many of them bring him small gifts when they come to ride the ferry.

Ellis also writes a weekly column, "Seen At Parker's Ferry," for the county newspaper.

The present ferry, or "contraption" as Ellis refers to his craft, was constructed three years ago by the bridge and maintenance department in Hertford.

The ferry, from a distance, reminds one of a small aircraft carrier with railings.



By
Jewel
Adcock



Headquarters

PHOTOGRAMMETRY — Many employees in the Department enjoyed Christmas vacations out of the State. DON HOLLOWAY of Engineering took his family to St. Petersburg, Florida. Department Head EDGAR PAGE and his family vacationed in Jacksonville, Florida and Ty Ty, Georgia. RUTH HAYWARD of Engineering spent the holidays with relatives and friends in Winter Haven, Florida.

Congratulations to JAMES BAILEY of the Stereo Section and his wife on the birth of a son, James William, Jr., December 8th. NASH MATTOCKS of Reidsville recently joined the Drafting Section. He formerly worked for the City Engineering Department in Alexandria, Louisiana. Also new in Drafting is BETTY DINGMAN of Jacksonville, Florida. Betsy is a former draftsman for the A & P Tea Company.

Fellow employees hope that PETE EDWARDS of Engineering will soon recuperate from an extended illness.

MAINTENANCE — The GEORGE BRINKLEYS enjoyed visiting their son and his family in South Bend, Indiana during the Christmas holidays. It's nice to have Mrs. ROSE SNEED STORY as a temporary steno in Maintenance. Department Head Brinkley attended the Highway Research Board Meeting in Washington, D. C. in January and was appointed Chairman of the M-3 Maintenance Personnel Committee for 1967.

PURCHASING — Employees are glad to see SANDRA JOHNSON back on the job after a short hospitalization. BARBARA STUSSIE enjoyed visiting friends in Asheville the last weekend in January. Recently Barbara was hospitalized for several days.

ROADWAY DESIGN — Roadway is real glad to have the following new employees: GLORIA JEAN BALE, JAMES DAVID COCHRAN, CHARLES McKINLEY ELAM, CLYDE H. HAMMOND, WALTER DAVID McFARLING and ROBERT STEVENS MEADOWS.

It's nice to have DAVID FERGUSON back after being on military leave with the Army for six months. Those attending the Highway Research Board Meeting in Washington, D. C. January 16-20th were: W. A. WILSON, JR., DAVE SQUIRES HOWARD CRITCHER, KELLY BARGER, JOHN BIRDSALL and DWIGHT KELLY.

DAVE SQUIRES and HENRY CLEGG attended a Highway Capacity Workshop at Northwestern University in Evanston, Illinois December 12-16th. CHARLES BARNDT'S mother and father from Chicago, Illinois visited him during the holidays. Employees of Roadway Design enjoyed dancing to the Sundowner's Combo at the Army Reserve Center, where their swinging Christmas party was held December 15th. The JOE TOLBERTS are real proud of lovely baby girl, Lorey Lee, who arrived two weeks after the New Year — January 15th.

BOB BRAAM vacationed several days recently in Miami, Florida where the weather was warm and "the night life out of this world." He managed to get in some deep sea fishing and scuba diving off Key West during the daytime.

W. L. BULLOCK was installed January 3rd as Master of Masonic Lodge, Zebulon #609, in Zebulon. This was an open installation of officers. Master Masons and their families were invited. A reception followed the installation, which made the occasion most enjoyable.

BRIDGE — New drafting room employees are: JOHN LEDBETTER, DAN MARTIN and JOHNNY HOYLE. John is a former employee transferring from Location. Dan Martin joined the training program and is the proud father of 15-month-old twin boys. This makes the second set of twins among members of the Bridge Department. DON HAIGH has twins, a boy and a girl, 19-months old. Johnny Hoyle's new position is the training program.

CHARLOTTE ONDRIZEK recently transferred to Roadway Location. JAMES GRADY transferred to Roadway and DON IDOL went to Bridge Location.

J. L. NORRIS and G. T. PARKIN attended the annual meeting of the American Association of State Highway Officials in Wichita, Kansas, November 25th through December 2nd. Congratulations to GEORGE WYNN whose son, Billy, has been accepted in the dental school at the University of North Carolina, Chapel Hill.

Sympathy is extended to MACK UNDERWOOD, whose father died in January. Bridge employees were saddened by the death of SKIPPY McGEE November 28th. Skippy had been ill for some time.

GARLAND MITCHELL, (Esquire) is among the more successful hunters. He recently brought in two doves (bagged 3) and presented them to R. S. WICKER to prove it. Note to all motorists traveling Hillsborough Street who in the past have had to dodge GERALD WHITE'S "Green Hornet" Galaxie: Now look out for a rust colored "66" Park Lane Mercury — different car, same driver.



Miss Bonnie Lou Sutton became the bride of Fredrick Roy Jenkins December 18th in the Layden Memorial Methodist Church near Raleigh. The Reverend G. Paul Phillips officiated.

The bride is the daughter of Mr. and Mrs. George Sutton of Raleigh and her father is Building Superintendent for the Highway Commission.

The groom is the son of Mr. Fred Jenkins and the late Mrs. Jenkins of Harriman, Tennessee.

Mr. Jenkins is employed by Electricon, Inc. of Kinston with the Raleigh section. Mrs. Jenkins is an employee of the State Retirement System, and attended N. C. State University.

PRECONSTRUCTION — It's nice to have Department Head R. W. McGOWAN back at work after a brief confinement. DIANNE JONES was mighty happy to have her husband, Larry, home over Christmas and New Years. Larry is presently stationed at Fort Bragg and we understand Dianne is fast edging BECKY PITTMAN on miles traveled on Highway 401!!!

LOCATION — The Department's annual Christmas party was held at the College Inn December 20th. Everyone enjoyed delicious steaks with all the trimmings. BOYCE MIDGETTE spent the Christmas holidays with his parents in Buxton. R. T. MITCHELL and his wife enjoyed a two-week Christmas vacation in California visiting their family. This was his first trip by plane and now he says "there's no other way to go." Among some of the sites they toured was Disneyland.

Welcome to new employees, Miss PHYLLIS MAYO

and Mrs. CHARLOTTE ONDRIZEK. Charlotte isn't really a new face in the Highway Building since she is a transfer from Bridge Design. JOE PENLAND transferred from Property Survey to the Location Office. PAUL FERGUSON'S son, Stan, recently made the All-State Band in North Carolina. Stan is a senior at Enloe High School.

BOYCE MIDGETTE, VIRGIL TAYLOR and JERRY STUART journeyed to Baltimore, Maryland to A. Hoen & Company the week of January 17-20th to edit the printing of the 1967 Official State Highway Map. The J. P. ROBINSONS are the proud parents of a baby girl born January 13th A. C. DODSON and BOYCE MIDGETTE recently attended the Highway Research Board Meeting in Washington, D. C.

ADVANCE PLANNING — Christmas was especially sparkling this year for NELL JOHNSON, secretary of Department Head BILLY ROSE. Nell received a lovely diamond ring Christmas Day from Steve Pleasant of Angier. Steve is a Campbell College graduate and is associated with Hudson Belk of Raleigh. Nell and Steve plan a late summer wedding.

PLANNING — Welcome to new employees BEN RHUE, REGGIE FOSTER, GEORGE FRISING and CAROLYN BAILEY. Carolyn is a typist in the Department and her husband is a Construction Inspector in the District Office in Durham. She and her husband, with their little son, live in Wake Forest.

JAMES S BURCH, MAX R. SPROLES and TED L. WATERS were official delegates for the Highway Commission at the annual meeting of the Highway Research Board in Washington, D. C. in January.

Welcome back to L. M. WORD, who works with the Planning Department on traffic analysis during the peak seasons. JIM LEE had to take his new motor scooter to the shop soon after buying it. MAXINE RUPY and her husband, Stanley, visited Baltimore recently.

FRANK JEFFREYS took his wife, Sarah, to Greensboro to see "Hello Dolly." JOYCE NORRIS and husband, Corby, went to Chesapeake, Virginia to visit relatives on a recent trip. BILL BURBAGE enjoyed a recent vacation in sunny Florida.

EQUIPMENT — Employees thoroughly enjoyed their annual Christmas party which was held at the Country Squire near Chapel Hill December 18th. Mrs. KATHLEEN UPTON enjoys traveling — she spent the Christmas holidays with her daughter in Brunswick, Georgia and celebrated the New Year with another daughter in New Bern. MARY FRANCES FERRELL has returned from a vacation trip to Florida.

Sincere sympathy is extended to Mrs. HELEN BARMHAM upon the death of her father, Mr. W. Birch Douglass, on January 23rd. Our sympathy also to Mrs. EVELYN LINVILLE whose brother-in law, Archie McMillan, died recently in Washington, D. C.

Co-workers will miss Mrs. BEATRICE HARRISON, temporary employee, who left for a position with the Traffic Department. LORRAINE CARTER, whose hobby is contesting, reports winning an electric football game in Sealright's U. S. Historic Moments Jingle Contest. The game will be donated to Boys Home.

LANDSCAPE — Congratulations to new Landscape Architect **DARRELL R. KORNEGAY**, who was married December 26th to the former **Elva Loretta Young**.

FRANK BOWEN, Landscape Design Supervisor, attended the Highway Research Board Annual Meeting of the Committee on Roadside Development during the week of January 16th. He reports a very good meeting.

Welcome back to work from extended sick leave to **D. R. McMICHAEL**, Area Landscape Supervisor.

REPRODUCTION — The contest between the three rabbit hunters in Reproduction has broken wide open. At this time, **PAUL** has 42, **BEN**, 30, and **A. L.**, 20. **A. L.** found out he has been using the wrong gun barrel, but **Ben** hasn't been able to find his trouble yet. Maybe the rabbits run faster in your territory, **Ben**!

In another contest run recently, **BOBBY POOLE** beat **JOE DENTON** in a close race for being "biggest liar." Bet it was a "whopper", boys! Sights to behold on the Thursday night of the recent sleet and snow were **MASSEY** and several friends riding their motor bikes on ice — slipping, sliding and sometimes gliding. Recent rumors: **VERNON BRANCH** is raising rabbits for sale. **WOODY REGAN** is going steady. **HENRY HAILEY** expects a visit from the stork, and **JOE DENTON** is going into the car repair business.

TRAFFIC ENGINEERING — Congratulations to Traffic Research Analyst **E. Y. (CHRIS) STAFFORD** who was married February 4th to Miss Catherine Louise Hirst, daughter of Mrs. Lester Hirst and the late Mr. Hirst of Morgantown, West Virginia. The bride and groom are graduates of West Virginia University. They are residing on Pine Knoll Drive in Raleigh.

Traffic Research Engineer **J. M. (JIM) LYNCH** attended the national meeting of the Highway Research Board in Washington, D. C. the week of January 16th. Asst. Traffic Research Engineer **GLENN GRIGG** and Traffic Research Programmer **JOHN E. HOLLINGSWORTH** have been attending the IBM computer programming course being held in Raleigh during January and February. Two Traffic Control Technicians, **R. T. (BOB) TAYLOR** and **STAN MOODY** attended Automatic Signal School in Norwalk, Connecticut recently.

Sincere sympathy is extended to Area Traffic Engineer **W. A. (ANDY) WARD** whose father, William L. Ward, of Darlington, S. C., passed away in December.

CHIEF ENGINEER'S OFFICE — Chief Engineer **CAMERON W. LEE** flew to San Juan, Puerto Rico to attend the National Asphalt Pavement Association's annual convention January 7-12th.

Mr. Lee presented a paper entitled "North Carolina Asphalt Pavements" at the second General Session, Monday, January 9th and also attended other sessions of the convention. Approximately 25 North Carolina contractors attended the convention.



Pictured above are employees of the Landscape Department at their office Christmas party on December 20th.

SECONDARY ROADS — Just five months after their August wedding, **BETTY MATTHEWS WALLACES'** husband, **O. B.**, was inducted into the armed forces at Fort Bragg. Private Wallace is currently undergoing basic training there.

CHAIRMAN'S OFFICE — **Charlie** and **HELEN SMITH** motored to Gainesville, Florida January 25th to visit Helen's mother, sister and brand new nephew. Helen report a wonderful trip and while the rest of us were freezing, she was basking in the 85 degree Florida temperature.

PROJECT CONTROL — All employees are happy to have Mrs. **CLAIRE GENTRY** return to Project Control after several months' absence living in Burlington.

The **DURWOOD HILLS** are mighty proud of their new baby son who arrived recently.

RIGHT OF WAY — Before Mrs. **NANCY GARGIS** resign from Right of Way, employees treated her royally. First they gave her a lovely luncheon at the Voyager Inn with champagne and the works. Next she was presented many nice gifts. Among them were pictures, a gold locket, cigarette case, perfume, and **EVEN** red roses. Obviously everyone was sorry to see Nancy leave after several years with the Department as secretary to **JOHN HOLMES**. Nancy's husband, James, graduated from N. C. State University the first of the year and accepted a position with Drexel Furniture Company in Morganton, so Nancy is transferring to Western Carolina Center there to be with her husband in their new location. Good luck, Nancy.

Fort Lauderdale, Florida was the exciting spot for **LAURA JONES'** New Year's celebration.

Welcome to **SUE TAYLOR** who transferred from the Wilson office to replace Nancy Gargis as **JOHN HOLMES'** new secretary. Sympathy is extended to **CATHERINE FORREST**, whose father, Cary D. Powell, recently passed away.



Miss Elaine Holt, daughter of Mr. and Mrs. Roy Reginald Holt of Route 1, New Hill, became the bride of Pvt. Gary Van Glosson, son of Mr. and Mrs. Henry H. Glosson of Route 1, Moncure, in a double-ring ceremony at New Elam Christian Church, December 18th.

The bride is a graduate of Moncure High School and Sanford Business College and has been employed in Traffic Engineering as a stenographer since April, 1966. Her grandfather, Z. W. Holder of Durham, a retired employee of the Commission, is a former gang foreman in the Division Five Maintenance Department.

The groom, a graduate of Moncure High School and an employee of Bell Telephone Company, is stationed at Fort Bragg with the U. S. Army.

After surviving the fatal blood test (he really fainted), BEN BROWN and Sandra Weeks' marriage was solemnized January 29th at the First Baptist Church in Tarboro. The couple spent their honeymoon playing golf, tennis, etc. at Sea Island, Georgia. They reside on Noble Road in Whitaker Park.

Miss PAT WILKIE left Ground Hog's Day for the sunny South! Florida, of course. Pat and a friend had a wonderful time visiting friends in Daytona Beach, Orlando and the Cape Kennedy Missile Base. Among the highlights, Pat said nightclubbing there was terrific, but mostly topless! Getting an early Florida suntan was great in February.

How Do You Stop The Litterbug?

Ask yourself as a committee of one. Do you ever litter? Are you guilty of littering? Let's bring down the cost of clean up and "STOP THE LITTERBUG".

The litterbug stands as one of the state's prime pests, costs millions annually and is seldom brought to justice for the mess he creates. How to cope with him effectively remains the problem it has been through the years.

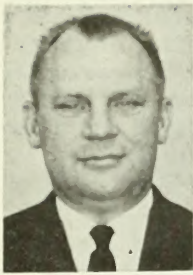
He operates in several classifications, including deliberate, unintentional and accidental. There also is the involuntary kind, the one for instance who corners a bee that has buzzed into the car, traps or mashes it with a handkerchief, tissue paper or whatever is near at hand, and in fear of getting stung tosses the whole package out the window.

The deliberate litterbug is by far the most prevalent, often the sneakiest and the hardest to catch. He operates at high speeds on the highways, or with sleight of hand when he empties contents of ash trays, sandwich boxes or what have you under the car at rest stops.

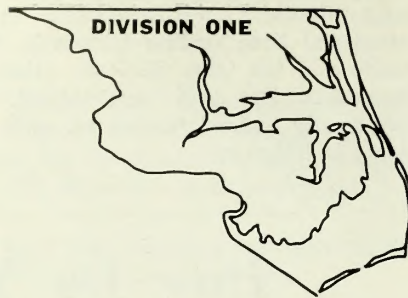
The litter situation, while bad enough on the highways, often is worse in municipalities, with costs running into unestimated figures for street crews and for private citizens who clear the lawns, the shrubs and the sidewalks of assorted paper products, broken bottles, beer cans and other debris tossed from moving vehicles. And apprehension of despoilers, while seldom, is more by accident than design.

Litterbugging represents a vast problem far beyond the capacity of police officers and state troopers to solve. If, indeed, a sizeable reduction is accomplished it will have to be through efforts of aroused Tarheels lending full support to educational and enforcement activities. Service stations, stores, motels and other places where motorists stop can aid in the endeavor by handing out litterbags.

DO YOU LITTER?



M. G. Carawan
Division Correspondent



S. M. SHARBER returned to work December 5th after a very serious shot gun accident on July 15th.

Congratulations to N. RAY COX who had a new baby girl, born January 12th.

SAM POWELL returned to work January 18th after undergoing surgery.

W. J. MURDEN, Foreman of Currituck County, returned to work January 3rd after being confined to Elizabeth City hospital for two weeks.

J. C. MONDS, Foreman of Gates County, returned to work January 11th after being confined to hospital; out since November 20th.

R. W. BIGGS, Foreman of Elizabeth City, returned to work January 9th after being confined during the holidays.

E. A. WALKER, Supervisor of Currituck and Dare Counties, spent the holidays duck hunting and reported good shooting and good fun.

GEORGE W. POWELL, Bridge Tender at Knobbs Creek Bridge, Elizabeth City, spent the holidays with his son and daughter-in-law at their new home in Durham.

Z. F. PAYNE, Bridge Tender at the Roanoke Sound Bridge, Manteo, returned to work after being confined to his home with sickness for the month of December.

B. S. O'NEAL, Machine Operator 3 of Manteo, had a new baby girl, born January 14th.

CLYDE A. STALLINGS, Truck Driver of Gates County, suffered an accident at home on January 1st and received a broken leg. He will have to remain in a cast for quite sometime to come. Bad start for the New Year.

Miss NANCY PRITCHARD began work with the Commission in the Elizabeth City Construction Office January 23rd. She had been employed formerly with L. B. Twiford Real Estate Company for a number of years.

A fish fry (Fresh ocean trout) with all the trimmings was held at the Manteo shed December 22nd at 5:00 P.M. It was well attended, especially invited guests were W. L. Etheridge, former Dare County foreman of many years and former District Engineer George K. Mack of Edenton. A good time was had by all who attended.

The employees of the Equipment Department had a Christmas Party at the Elizabeth City Shrine Club, December 20th and a good time was had by all that attended.

GEORGE BYRUM, JR. of the Equipment Department is cruising around in a new Ford Galaxie 500. It

is white in color and has a black vinyl top. Many hours of happy motoring to you, George.

Mr. and Mrs. J. O. SELLARS and family vacationed recently with relatives in Supply and Chadbourn. Mr. Sellars is Division Right-of-Way Agent in Division 1.

Mr. and Mrs. BILL WILLIAMS and son recently vacationed with relatives in Angier. Mr. Williams is Right-of-Way Agent.

Mr. and Mrs. J. R. FELTON had as their recent guests Miss Sue Felton of Atlantic Christian College, Wilson; Mrs. EMILY BLOUNT and Mr. and Mrs. J. R. Carter and children of Raleigh. Mr. Felton is Area Landscape Supervisor.

Mr. and Mrs. NED BIVINS and children have joined the forces of Division 1. Mr. Bivens is Division Traffic Engineer.

Recent guests of Mr. and Mrs. M. L. LAWRENCE were their children, Mr. and Mrs. Lewis Lawrence and children of Fuquay. Mrs. Lawrence is Stenographer in Right-of-Way, Division 1, and Mr. Lawrence is with the Construction Department.

Recent guest of Mr. and Mrs. ROBY HALL was their son, Ed, who is a student at IBM School in Raleigh. Mr. Hall is Resident Engineer in Division 1.

Recent guests of Mrs. NEDRA HOLLOMAN were her children, Mr. and Mrs. Robert C. Vanderberry, Jr., of Chapel Hill. Mrs. Holoman is Stenographer in Division 1 — District 2.

Mr. RAYMOND CONNER, Right-of-Way Agent, Division 1, visited in Greensboro recently.

CHARLES HOLIDAY of Edenton is working for a few months in the Appraisal Department of Right-of-Way Department, Division 1.



This lovely residence is the home of Raymond Conner, Rich Square, Right of Way Agent, Division 1. Mr. Conner is a great Hortoculturist as you will see from the lovely flowers which surround his residence. He also grows a beautiful garden, the fruits of which he generously shares with his neighbors and fellow members of the Highway Commission.



Hazel Baker
Division Correspondent



Construction Department's Bill Pappas and wife Aleue visited Florida during Christmas week. They toured Tampa, St. Petersburg, as well as points on the east coast, and report that they had a most enjoyable trip. They are shown standing beside a banana tree growing in a friend's yard.

Recent promotions in District Two include H. F. SPAIN from Clerk II to Engineering Tech. I, L. P. MERCER from M. O. IV to Construction Foreman, and E. E. COUSINS from M. O. II to M. O. IV.

Congratulations to retired Maintenance Supervisor C. H. DIXON who recently became the grandfather of a baby boy. As this is his first grandson he is a very proud grandpa indeed!

L. H. RIGGS, Maintenance Foreman in Carteret County, recently lost his wife, the former Olive Reba Wooten after an extended illness. Our heartfelt sympathy is extended to Mr. Riggs and family.

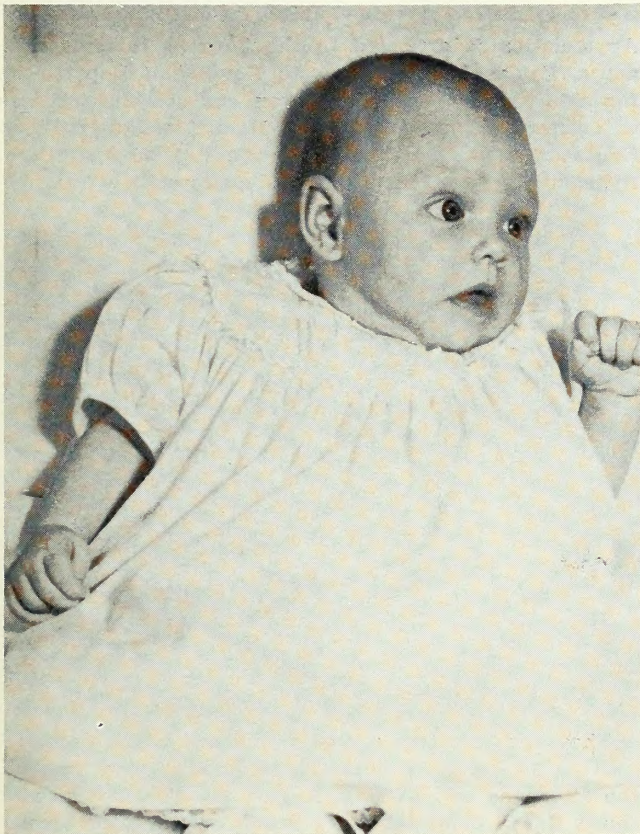
We wish to welcome BASIL DAVIS to the Construction Department in District Two. Basil, his wife and two children moved to North Carolina from Mobile, Alabama. He is employed as a Tech. III in New Bern.

Also, welcome to Charles Ray Whitford who recently joined the Construction Department.

We wish a speedy recovery for WOODROW W. WILLIAMS, New Bern Bridge Tender, who is currently hospitalized in Duke Hospital in Durham. Hope he will soon be back on the job.

Welcome back to JOE FULCHER of the Equipment Department after a brief period of hospitalization. Shortly after his release his wife was hospitalized; however at the present time they are both fine.

Craven County Bridge Tender ELIJAH TAYLOR'S brother passed away recently. Our sympathy to the family.



Pictured here at 2½ months of age is Cammie Kay Howell, beautiful baby daughter born to Mr. and Mrs. Walter Howell on August 20, 1966. Walter is with the Landscape Department in New Bern.



Congratulations to Miss Thelma Exum, on her retirement January 1, 1967. We wish for Miss Exum a very happy retirement. Also, we wish to congratulate her on her recent marriage to Mr. J. B. Cutchin of Raleigh.

Shop Foreman L. W. ROWE spent Christmas in Mississippi visiting relatives. It seems he has a new granddaughter that he saw for the first time during his visit.

Out due to illness recently were L. W. PATTERSON, A. A. BEACHAM, and T. W. POWERS, all of the Maintenance Department.

R. W. JENKINS of the Construction Department reports that his son, R. F. JENKINS, a Marine Corporal in Viet Nam, is safe and well.

John B. Exum, Sr., of Rocky Mount, announces the marriage of his sister, THELMA EXUM, to Joseph B. Cutchin of Raleigh on January 22nd in Wilson. Mr. and Mrs. Cutchin will reside at 4921 Brookhaven Drive, Raleigh.

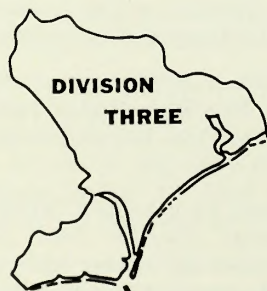
Retirement — G. J. SMITH, Truck Driver, Jones County retired on Disability January 1st.

Congratulations to HARVEY T. HILL, Machine Operator I and Mrs. Hill who are the proud parents of a baby boy; also DANNY DAVIS with Construction Department is the proud father of a baby boy.

L. E. DAWSON, Construction Department, visited his sister at Springfield, Virginia during the Christmas holidays.



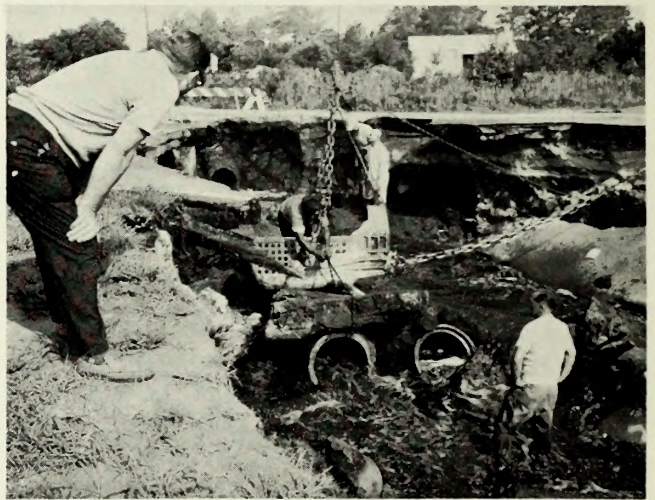
Irene Hewitt
Division Correspondent



We wish to welcome Mrs. RUBY CAMPBELL, who recently joined the secretarial team in the Right-of-Way

Department. She has two children, a daughter, Leslie, and a son, Johnny. We are enjoying very much having Ruby with us.

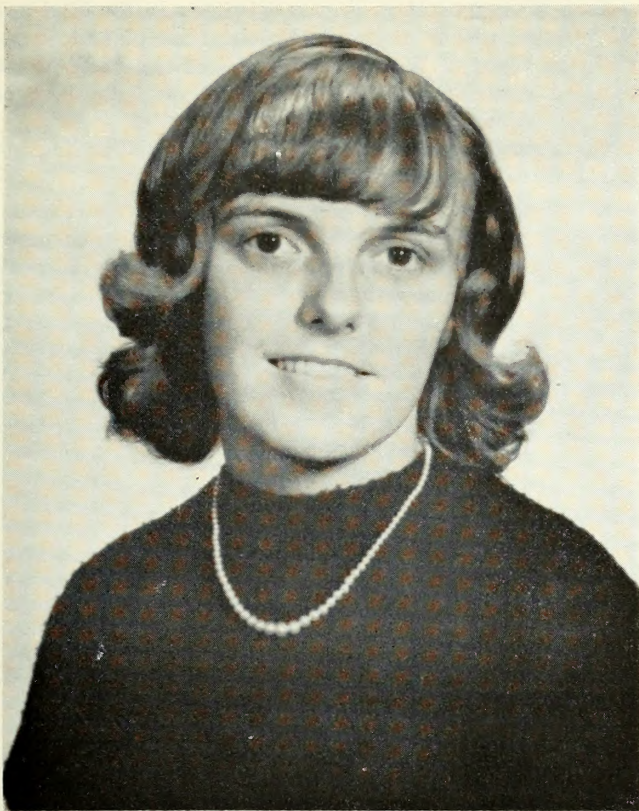
Mr. C. C. (Buck) PARKER had his son, Charles Parker, home to visit him just prior to Christmas from Viet Nam. He has now returned to Viet Nam. Charles also worked for the Highway Commission with the Equipment Department in Burgaw prior to going in service. Also, Mr. and Mrs. Parker went vacationing after Charles left, to see their daughter and grandchildren in Dayton, Ohio. Needless to say they had a visit with the snowman also.



Appreciation is extended to the boys in Road Maintenance, Bridge Maintenance and Equipment Department for a big job well done. As you can see the job was well supervised by Mr. Floyd J. Bass, Assistant Division Engineer, in the first picture; and Mr. Paul J. DuPree, Division Engineer, in the second picture.



These two pictures are of a washout which occurred on U.S. 17 north of Wilmington during heavy rain on the afternoon of Saturday, August 20. The first picture shows the washout just after it occurred and the second picture shows the new pipe being installed. After Road Maintenance and Bridge Maintenance employees worked through the weekend, this washout was repaired and the road opened to the public on Monday, August 22.



Nancy Ruth Merritt, daughter of Luther R. Merritt, Traffic Services Supervisor. Nancy plans to be married on March 4th to Michael James Richey of Burlington, N. C.

Congratulations to W. W. DeVANE who had a new son, Gerry Odell, born on November 25, 1966.

Sympathy is extended to C. A. SESSOMS and D. E. HAIRR of the Maintenance Department in Sampson County who have recently lost their mothers. Also we extend our sympathy to Mrs. L. A. Blackman, Sr. in the loss of her husband, L. A. BLACKMAN, SR. who was a Bridge Tender in New Hanover County until his sudden death on January 18th.



Donna Robinson, age 6, granddaughter of Ira James Robinson, M.F. 4 in Sampson Co. She is also niece of James R. Robinson who is Asst. Dist. Engr. in District I. Donna's father, Bobby Robinson, is coach at Clinton High School and Donna helps daddy by cheering for his team.

We surely miss the following employees who have recently retired: J. E. KING, a Traffic Sign Erector in the Traffic Services Department here in New Hanover County retired on November 25, 1966. Mr. King plans to return to Richmond, Va., his former home, to live; MAXWELL A. MORTON of Jacksonville, who was a Foreman in Onslow County with the Maintenance Department retired on December 1, 1966. He had been with the Commission for forty-five years. That's surely a mighty long and faithful servant. Mr. W. C. COOPER, Resident Engineer here in New Hanover County retired on January 1, 1967 after forty years with the Commission. Another very long service.

We surely miss our employees who are out sick. Some of them are W. J. WILKERSON of Maintenance in District 2, J. WOODY CAVENAUGH, A. D. RILEY, and R. L. CLAYTON of the Road Oil Department, and E. K. HEMBY of District 1 Maintenance is still out sick. We are glad C. L. GREER and R. E. HUBBARD of Construction are back at work again and doing fine. Also ISAIAH JOHNSON of District 1 Maintenance here in New Hanover County is out due to recent surgery.



Maxwell A. Morton, Maintenance Foreman in Onslow County of Dist. I retired on December 1, 1966.



Frances H. Boykin
Division Correspondent



WELCOME NEW EMPLOYEES: In the Location Department — DANNY R. HAYES Tech Trainee, LARRY N. STALLINGS, Highway Engineer in Training, and BEN E. THOMPSON, JR., Engineering Aide. All are working out of the Wilson office.



Above is a picture of the employees in Division Four at their Christmas Office Party, which was held at the Hotel Cherry in Wilson. The party was held December 9th and everyone reported having a wonderful time.

HOMER M. BATCHELOR and family spent the Christmas Holidays in Washington, D. C. Homer works with the Location Party in Wilson.

C. F. MOORE, Machine Operator I. is recuperating at home after an operation on his back. Mr. Moore has been out of work several weeks and we wish him a speedy recovery.

A pretty new addition in Division Four Office is Mrs. SARA WELLS. Sara lives at Bailey, and is the mother of a three year old daughter. We welcome Sara to our group.

Division Four Office employees held their annual Christmas Party Friday night, December 9th at the Hotel Cherry in Wilson. Employees from all departments attended, as well as those in each district and resident engineer's office. About 50 attended and had a very good time Christmas Caroling and dancing, and the refreshments were festive. Names were drawn for presents, and much fun was had opening and showing the gag gifts.

Best Wishes to SUE TAYLOR, Steno in the Right of Way Dept., who is moving to Raleigh. Sue plans to work with the Right of Way Department in Raleigh. We have enjoyed working with Sue, and wish her the best of luck in her new home and job.

Christmas vacationers in the Division Office include TOM WILKINS and JACK BALDWIN.



Chuck Wheeler 9 year old son of Charlie Wheeler is shown above in his swimming suit this time of the year. Charlie and Son vacationed in Florida over New Year's.



Lovely Shelby Jean Barnes is the new secretary to F. J. Hntinger the Resident Engineer in Division Four. We welcome you Jean and know you will enjoy being with us,

Employees in Division Four Office appreciated all the pretty Christmas cards that were sent them.

We welcome back to work Resident Engineer G. R. FLEMING, who has been out after an absence of several months.

CHARLES WHEELER and family visited in Silver Springs, Fla., Leesburg and Daytona Beach over the New Year's Holiday. They reported a wonderful New Year's vacation.

The Equipment Department held its Christmas Party on December 21st. Santa Claus visited the children and door prizes were won by the lucky winners. Among those who attended were wives of employees who had retired or deceased. A wonderful time was had by all.

A Speedy Recovery to Mrs. Lillie Belle Pridgen, who underwent surgery recently. Mrs. Pridgen is the mother of NORMAN PRIDGEN, Mechanic.

We extend our best wishes for a speedy recovery to CHARLIE WILLIAMS, who has been a patient at the Wilson Memorial Hospital in Wilson. ANDY LAMM was a patient at Wilson Memorial Hospital. He is out and back at work. Here's wishing both of these men the best of health.

CONGRATULATIONS go to O. C. HOWELL, who has just bought a new home and we know that he and Mrs. Howell are going to enjoy it.

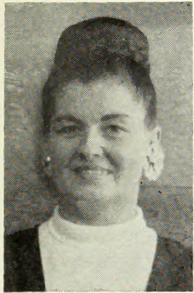
W. H. BUTTS, who was living in Lucama has moved to Wilson. It sure will be closer to work and we want to welcome him to Wilson.

Two Nash County maintenance employees recently enjoyed out of state vacations. Mr. and Mrs. F. H. EDWARDS spent the Christmas holidays visiting their son and family in Mississippi. Mr. and Mrs. Z. H. WILLIAMS spent some time visiting their son and his wife and sight seeing in Florida.

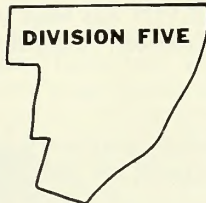
Mr. C. F. WILLIAMS, Nash County Equipment Superintendent, is improving from an extended illness. Best wishes are extended for a speedy recovery.

Mr. C. L. NARRON, Nash County Maintenance employee, and Mr. GROVER WINSTEAD, have returned to work following recent hospitalization.

Nash County employees enjoyed a Christmas party at the Maintenance building on December 16th. Barbecue with all the trimmings and homemade cakes were served. Games were played under the direction of Mrs. W. S. BURBAGE and Mrs. HAROLD YOUNG, and singing of Christmas Carols was directed by Mrs. W. R. CARY. Mr. J. E. DELBRIDGE, Maintenance Yard Foreman, was presented a gift by the other employees in recognition of services rendered beyond his regular duties. Mr. W. L. KEMP, Maintenance Supervisor, made the presentation.



Mrs. Peggy Bright
Division Correspondent



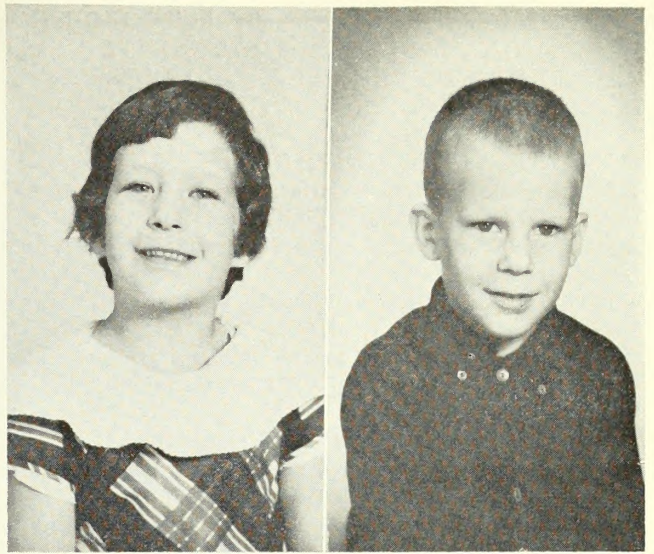
We welcome JERRY L. HIGGINS from the North Wilkesboro office.

Sorry to lose BOBBY HEATH from Raleigh, who was a trainee in the Negotiating Section, on January 23rd to the Winston-Salem office, but wish him lots of luck.

Sorry to have BILL LAMB leave the Right-of-Way Department for employment elsewhere, but we wish him lots of luck.

Regret the passing of ROBERT PASCHALL'S mother in Wilson on December 2nd.

Glad to have HOYLE THACKER back after a few days of sickness; also we understand that Hoyle and his wife, Madeline, enjoyed their Christmas this time with their daughter in Florida. Congratulations to Mrs. Thacker for winning a 4-day trip to either Rome or New York from her employer, Acousticon - Durham Co. We understand she decided to stay close to home and enjoyed herself in New York recently.



Above are pictures of Dana and Bill Campbell. They are children of Bill and Bobbie Campbell. Bill is Division Staff Engineer in Durham. Dana is in her first year at Holt School and "Little Bill" will be graduating from Barfield Kindergarten in June. He can hardly wait to get in "real" school with Dana.

Glad to have ED BULLOCK back in the office after a week of sickness even though he was not able to stay long before going to the hospital for a check-up, which we hope will prove satisfactory.

JOE GREENWAY had good luck while deer hunting in Granville County recently. He bagged an eight point buck which weighed about 165 pounds. This was Joe's first deer hunt and the first deer that he had ever bagged. His average is well above his fellow deer hunters in Granville County. Joe is also a leading bird hunter among the Maintenance employees.

GILES CRUTCHER, wife, Josephine, and sister, Louise, visited relatives in Richmond, Va. during the Thanksgiving holiday.



In September, 1966 the Maintenance Department held a Bar-B-Cue and Brunswick Stew Supper in honor of C. W. Heathly who retired. He was presented with a gold watch by K. M. Duncan, Maint. Supt. as shown above.

Employees on vacation recently included **GEORGE BAILEY**, **GARLAND ELLINGTON**, **HENRY HICKS**, **ALVIN LAWS**, **LESTER REECE**, **JOHN SETZER** and **CLARENCE WILSON**.

E. C. ADCOCK, **SAM AVERETTE**, **HERBERT HENEY**, **BRUCE HOCKADAY** and **EARNEST OAKLEY** were on vacation for a few days recently.

WILLIE COLE and **GEORGE WOODY** were on sick leave for a few days recently. Both have improved and returned to work.

ROY BLACKWELL and family spent the Christmas Holidays in Florida.

JOE GREENWAY had towing problems again recently.

Sympathy to **Mr. M. C. WILEY** and family who lost his father recently.

W. T. MOORE, **F. B. PENDERGRAPH**, **G. S. JACOBS** and **M. L. MANGUM** enjoyed a fishing trip to Mattamuskeet Lake — the larger ones got away.

KIRK M. DUNCAN and **W. L. MANGUM** went to Morehead City fishing on October 7th and 8th.

W. H. WALKER and family went on vacation in Kentucky. They camped out on the way there and back.

H. V. MOORE and family spent their vacation in Georgia with his brother.

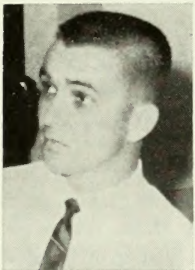


On Wednesday night, January 13, 1967, **N. S. Day**, Division Engineer, was installed as President of the Cape Fear Engineers Club for the coming year. A former member of the Club, **Mr. Withers Davis**, was the installing officer. Congratulations are in order upon his election, and we are sure he will do an excellent job for the club during the coming year.

Congratulations to **BOB MARTIN** in the Right-of-Way Department on the arrival of **Robert Lee, III**, January 19th, and to **RAY DAVIS**, also of Right-of-Way, whose son, **Ray Warren, Jr.**, was born January 5th.

The Right-of-Way Department also welcomes a new addition to their staff — **Mrs. NORMA IZZEL**, Steno II. Norma was formerly with the Commercial and Industrial Bank, and is doing an excellent job. We hope she gets some rollers on that copy machine through. Good Luck Norma.

LIB MELVIN has been promoted to Secretary to the Division Engineer. Congratulations Lib. Keep up the good work.



W. S. King
Division Correspondent



Best Wishes to Maintenance Foreman **G. T. JOHNSON**, who returned to work in November, 1966, after recovering from throat surgery.

Get Well Wishes are extended to Machine Operator **R. L. SENTER**, who is recovering at home after undergoing surgery at Rex Hospital. Mr. Senter is employed in Harnett County Maintenance.

Maintenance Foreman and **Mrs. H. J. ALFORD** enjoyed a recent visit with relatives in Miami, Florida.

The employees of the Cumberland County Maintenance Department and their families enjoyed a very fine Christmas Party at the Eastover Community Center on December 22, 1966. Special guests present were: Division Engineer and **Mrs. N. S. DAY** and several of the retired employees of the Maintenance Department.

Best Wishes and a complete recovery to Cumberland County Maintenance Foreman **W. W. HOLLAND** who returned to work in January after a very serious illness.

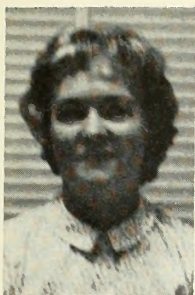
The Maintenance employees in Bladen County are very happy to have **Mr. G. E. KING** and **Mr. CLIFTON KINLAW** back at work after an extended illness.

Get well wishes are extended to the Cumberland County Maintenance employees: **B. D. JACKSON**, **K. S. McCASKILL** and **G. B. OWEN** who are recuperating at home.

We welcome back **JACQUELINE RUSS**, Stenographer II, in the Division Office. Jackie has rejoined the Highway Commission after an absence of several years.



Above is Master **Hiram Alexander Melvin III "Trey"**. He will be three years old April 25th. "Trey" is the son of **Mr. and Mrs. Hiram Alexander Melvin, II** and the grandson of **Mr. and Mrs. H. J. Alford**, Maintenance Yard Foreman, Bladen County.



Carolyn Graves
Division Correspondent



TRIPLET SONS BORN TO HIGHWAY EMPLOYEE



Mr. and Mrs. J. KNOX WALKER are the proud parents of triplet sons born on January 4th, 1967, at Watts Hospital, Samuel Jackson, John Douglas, and James Farrell.

"We just took our time, but now we've settled on names for our three boys," Mrs. Knox said as she held up a pink slip of paper on which were written the names given the Walker triplets.

Mr. and Mrs. Walker had just received starter savings accounts for the three boys from W. W. Edwards, president of First Federal Savings & Loan. Each account contained \$25.

Edwards told the Walkers that the savings accounts would become official when the names were added. "Now," he said, "we can complete this gift and deliver the passbooks to you."

The boys were the first triplets to be born in Watts Hospital, as far as hospital staffers could determine.

Mrs. Walker explained that the names were given the trio in the order in which they entered the world. "The first is the strongest and largest so we called him Samuel. I believe Samuel in the Bible was strong."

The Walkers live on Rt. 1, Hillsborough, and have two other children, both teen-agers.

"Our other children are anxious to start baby sitting, and I'm going to need their help," Mrs. Walker said.

"Yes," the father added, "our son had already worked out a sleeping plan for the babies."

While all this was going on in Mrs. Walker's room on the hospital's obstetrics ward, visitors gathered at the nursery window down the hall to view the triplets plainly marked with blue cards and sleeping quietly in their incubators.

Congratulations to the Walkers.



Carlanne Wilkins, daughter of Mr. and Mrs. Carl D. Wilkins, celebrated her fourth birthday December 29th. Mr. Wilkins is Division 7 Equipment Superintendent.



Above is the adorable little granddaughter of Mr. and Mrs. Louis Crews. Little Miss Devon June Joyce who is 6 months old and smiling big for the camera.

Bon Voyage to Patricia McClellan, daughter of W. J. BRAME, who left on January 11th to join her husband in Japan for two years.

Welcome to VERNON L. ROLLINS, who is now our Division Traffic Engineer, and his wife "Jackie" and two sons, who are residing at 4211 Sacramento Drive, Greensboro.

R. L. SHELTON has gained a daughter in the marriage on December 24th of his son, Leonard, to Lucille Tyndall.

BOB CANADA spent several days in Florida vacationing in December.

T. S. HUNTER and wife, drove to Bergstrom Air Force Base, Austin, Texas, over the Christmas Holidays for a visit with their son, Keith, who is stationed there.

Mr. and Mrs. KENT B. THOMPSON, JR., have added another daughter to their family, Linda Lorraine, born on November 25th, 1966.

We wish for BOOKER SNYDER a speedy recovery after his operation on January 23rd, at Cone Hospital.

We shall all miss ROBERT L. SHELTON at the Division Office. He was out in the yard so many mornings when we came to work, putting gas in the many Highway cars. He died of a heart attack at home on January 24th.

Welcome to Todd Steel Lineberry, born December 25, 1966. His dad is C. W. LINEBERRY, Right of Way Agent.



Virginia Williamson
Division Correspondent



Mrs. VIRGINIA WILLIAMSON, Division Roadways Correspondent and Stenographer in the Division Office at Aberdeen, has had major surgery and will be out for a few weeks. At this writing, she is at home, recuperating and doing nicely. Hurry back Virginia—We miss you.

Mrs. ALICE GOODWIN, Stenographer, has been employed to help out during Mrs. Williamson's absence. We extend her a most cordial welcome. Mrs. Goodwin is not a stranger to the Highway Commission as she worked in the Right-of-Way Department this past summer.

The welcome mat is also out for CHARLES M. SILVIOUS, Highway Engineer in Training, who reported for work in the Division Office January 9th. He is working with the Division Staff Engineers. Charles is a native of Quicksburg, Virginia. He graduated from VPI this past December with a BS degree in Civil Engineering. He and wife are presently residing in Southern Pines.

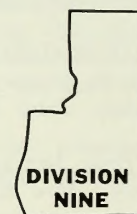
Sympathy is extended to the family of RAYMOND R. COTNER. Mr. Cotner died January 11th. He was a Machine Operator with the Maintenance Department. District 1, in Randolph County.

We extend our deepest sympathy to DOUGLAS PATRICK, Landscape Department Foreman, in the death of his wife recently. Douglas is at present in the hospital recuperating from surgery. According to the latest news from him, he is doing fine. We will be pleased to see him well and on the job again.

Sympathy is extended to FRED BALL, whose father died recently. Fred is employed in the Traffic Services Department at Asheboro.

I have recently learned that OSCAR EDWARDS, Right-of-Way employee, is leaving State employ to work with the Department of Conservation and Development. He will be located at Raleigh. Best wishes to him in his new work.

JIMMY GARNER and family spent Christmas week in Florida. That is about the nicest Christmas I can think of. Jimmy is a Construction employee, located at Sanford.



Dorothy Phelps
Division Correspondent

Mr. T. J. COOK, with the Forsyth County Maintenance Department, returned to work January 9th. Mr. Cook has been out of work from March 20, 1966 due to an automobile accident.

Our deepest sympathy is extended to the family of BRADY ELBERT JOYCE, who passed away November 28th from a heart attack. Mr. Joyce was employed as a Maintenance Foreman I with the Forsyth County Maintenance Department.

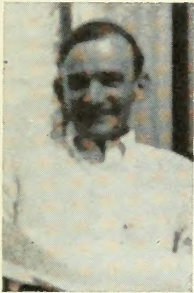
We are happy to report that Mr. MAX SHEPHERD of the Road Oil Department plans to return to work on January 30th after having had serious surgery.

We are happy to welcome BOBBY HEATH to the Appraisal Section. Bobby transferred to the Winston-Salem Division from Raleigh on January 23rd.

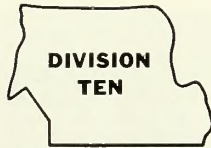
Our Right-of-Way Department bids "Bon Voyage" to LOUIS S. ALLEN, JR., who was transferred to Waynesville.



Miss Sandra Jane Hawks and Gerald Filton Iugram were married December 10th at Konnoak Baptist Church. After graduating from Forsyth Technical Institute, Gerald joined R. J. Reynolds Tobacco Company where Sandra is also employed. Gerald's father, Frank R. Iugram, is Automobile Parts Supervisor with the Equipment Department, Winston-Salem.



J. W. Jones
Division Correspondent



Cabarrus County employees enjoyed a chicken and barbecue Christmas dinner on the night of December 22nd. Families attended and Santa showed up for all the children present. About 120 employees attended.

Mrs. E. R. DOLLAR, whose husband is Machine Operator in Cabarrus County, has been ill for some time. We wish for her a speedy recovery.

Mr. and Mrs. Joe Tippet and daughter, Stephanie Jo, of Chapel Hill visited with their grandparents, Mr. and Mrs. H. W. LOVE during the holidays. Mr. Love is a Maintenance Foreman in Cabarrus County.

CONGRATULATIONS TO LONNIE MABRY and Mrs. Mabry on the recent addition to their family. Lonnie has been hinting around that his wife was knitting some wee clothing, but the new addition was in the form of a big strapping son-in-law. Our best wishes to the young married couple.

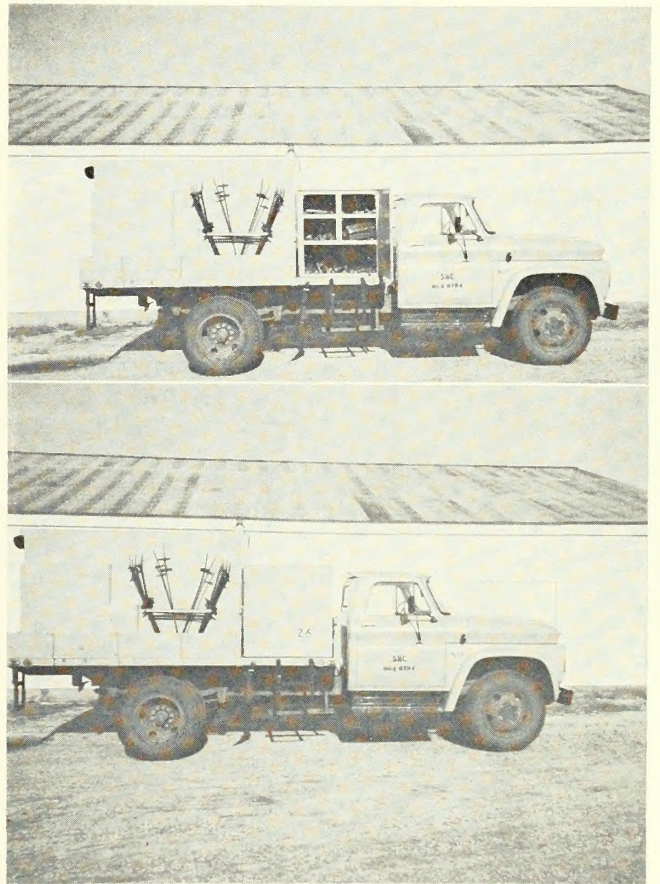
GET WELL WISHES TO PAUL SMITH and RALPH CRANFORD of Stanly County.

At home and recovering from surgery are Mrs. Robert Moss, wife of ROBERT MOSS of Stanly County Equipment, and Mrs. W. E. Woodruff, wife of Maintenance Supervisor, W. E. WOODRUFF, a "Speedy Get Well" is wished for these two ladies.

SYMPATHY IS EXTENDED TO T. M. BOGGAN in the death of his wife on December 19th. Mr. Boggan is a Maintenance Foreman II in Anson County.

Mr. J. H. WHITE and wife spent Christmas week with their daughter and family in Orlando, Fla. Mr. White is the Maintenance Supervisor in Anson County.

CONGRATULATIONS AND BEST WISHES TO Mr. M. A. BOWERS, who is retiring February 1st. Mr. Bowers is a Maintenance Foreman II in Anson County and has been with the Department 35 years.



Mr. J. H. White, Road Maintenance Supervisor in Anson County, and his associates, have made an improvement on their squad trucks which will permit the inmates from having to ride in the trucks with all tools and equipment.

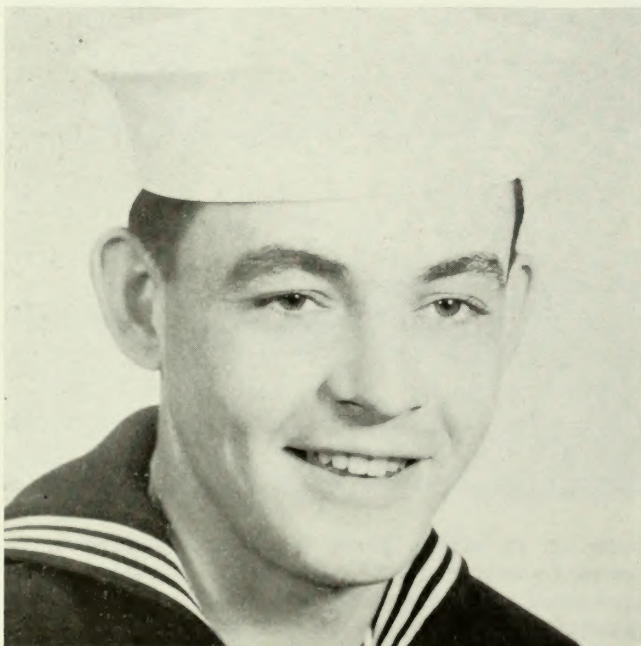
Shown above are two photos of the same truck showing the space provided for signs and easels and a large compartment separating the truck cab and where the tools are carried, one shows the door open and the other with the door closed. This is a nice improvement which makes it more convenient for maintenance personnel, as well as the inmates.



Virgil W. Hudson, M.O.I. of Stanly Maintenance and Mrs. Hudson are mighty proud of their son, Benny W. Hudson, SP-4 in the U. S. Army. SP-4 Hudson is stationed in Heilbronn, Germany. The Stanly soldier has his wife with him, she is the former Miss Charlotte Harper of Kentucky. The Hudsons have been in Germany one year. His address is: SVC Batry, 3rd BN, 84th Arty. APO, N. Y.



Mr. and Mrs. J. E. Cotton of Badin announce the marriage of their daughter, Mildred Mae, to James M. Redwine, Jr., son of Mr. and Mrs. James M. Redwine of Ridge Street, Albemarle, on November 21 in Chesterfield. Both are students at Central Piedmont College and plan to continue their educations. Mr. and Mrs. Redwine are making their home at Darby Acres in Charlotte.



Seaman Jerry M. Williams, son of Mr. and Mrs. R. M. Williams, Route 1, Mt. Pleasant, is now serving with the U.S. Navy and is aboard the U.S.S. Casa Grande, L.S.D. 13, in the Carribbean. He specializes in the electrical department. He received his basic training at Great Lakes, Illinois. Jerry graduated from Mt. Pleasant High School in 1963 and enlisted with the Navy on July 25, 1965.



Above is the lovely Doris Dietta Morton who has recently completed a course in Nuclear Medicine at Duke University Medical Center in Durham. Her studies concerned the clinical use of radioisotopes in medicine.

She is the daughter of Mr. and Mrs. Julius Morton. Mr. Morton is a Machine Operator in the Tenth Division Road Oil Department.



OLD SANTA IS A HAPPY ONE! Not only did Santa visit the Stanly County Chapter of the S.H. & P.E.A. annual Christmas Party and dance in the Albemarle Armory, but he enjoyed his grandchildren's first Christmas. These are the grandchildren of John Henry Cranford, General Utility Man, in Stanly County. Left is little Tresa Renea, 2½ months old, daughter of Mr. and Mrs. Joel Vanhoy, center, Santa's Helper, their grandfather, right, Ronnie Jr., son of Mr. and Mrs. Ronald Childers, Sr.

Mrs. Cranford, wife, is active in helping make people happy too. She is employed with the N. C. Division of Vocational Rehabilitation, as sewing supervisor.

CONGRATULATIONS TO Mr. and Mrs. S. L. SELLERS who became proud parents of a boy born on December 28th, also to Mr. and Mrs. B. L. ROSS a boy on January 16th. Mr. Sellers is a Machine Operator in Anson County and Mr. Ross is a Truck Driver.

Mr. I. L. GADDY spent Christmas with his daughter and family in Fayetteville.

Anson County employees enjoyed chicken stew and fellowship on Tuesday night, December 22nd.

Division 10 Equipment Department Superintendent P. R. McCORKLE and his wife, accompanied by Mr. Curtis Long, father of HARRY G. LONG, Assistant State Equipment Engineer, made a trip to Florida during the holiday season. Mr. Long remained at Merritt Island to visit another son, Bob and family. Bob is a Civil Service employee, with headquarters at Cape Kennedy. While visiting the Long's at Merritt Island, the McCorkle's toured the Cape and saw the many wonderful sites of interest; particularly those connected with missile operations. Returning, they stopped over at Orlando, toured Anheuser-Busch Beer Gardens at Tampa and also visited with the H. N. McWhirter's and the John Hall's at

their respective homes in St. Petersburg. H. N. McWhirter, former Maintenance Supervisor in Division 10, and John Hall, former District Engineer in Division 8, both now retired, have purchased homes in St. Petersburg and enjoying the Florida climate.

Other winter visitors to Florida were FRANK TYSON, of Division 10 Construction Department and family, who traveled throughout the state. Of particular interest to the two young Tysons, Kathy and Mike, were their visits to Silver Springs and to Cypress Gardens.

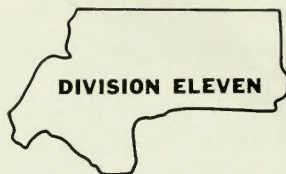
Mr. and Mrs. LEONARD WORRELL and teenage daughter, Susan spent the holidays in Florida, visiting with relatives in Tampa and Christmas Day called on the H. N. McWhirter's in St. Petersburg.



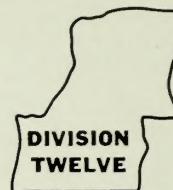
Best wishes to Cynthia Henrietta Worrell, daughter of Mr. and Mrs. Leonard Worrell, who became the bride of Jimmy Ray Buckwell on Sunday, December 18, 1966 at Bethel United Church of Christ in Stanly County. Since returning from their honeymoon, the young couple are making their home in Cabarrus County. Cynthia's father is in the Parts Dept. of Division 10 Equipment Depot.



Dolores Rogers
Division Correspondent



Jean Cline
Division Correspondent



Sympathy is extended to Resident Engineer T. E. GWYN, whose mother passed away on December 2nd; to the family of T. G. BENNETT, an Equipment Department employee who died December 10th; to B. G. BATES, a Yadkin County employee who lost his wife in a tragic accident January 21st. Mrs. Bates' brother-in-law, J. C. WALLACE, a former employee in Yadkin County Maintenance, was killed in the same accident.

Sympathy is also extended to the family of Mr. L. B. CAUDILL. Mr. Caudill was employed as a Truck Driver in Alleghany County until he became disabled.

Best wishes for a long and happy retirement go out to J. W. REAVIS and J. L. HUDSPETH who retired January 1st. Both were employed in Yadkin County and each had more than 20 years service with the Highway Commission.

Mr. and Mrs. C. G. POINDEXTER and Mr. and Mrs. R. W. HOLDER are the proud parents of new baby boys. Mr. Poindexter and Mr. Holder are employed by our Maintenance Department.

Get well wishes are extended to the following employees: G. C. PHILLIPS, M. C. SPARKS, C. R. KEY, R. W. BROWN, F. J. BRINDLE and DONALD HALSEY.

Congratulations to F. D. TRIVETTE and JUDY HENNINGS who were married on January 14th. Mr. Trivette is employed by our Maintenance Department in District 1.

GRAY GOINGS has been promoted to Engineering Aide in the Elkin District Office. We hope he has every success in his new position.

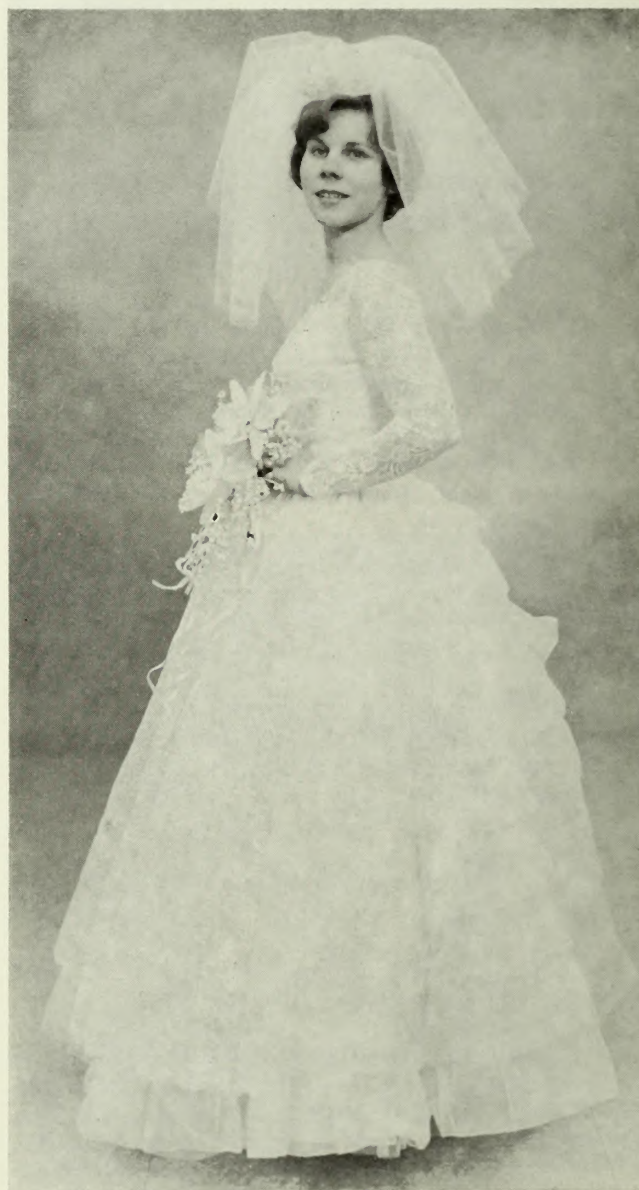
Welcome to the following new employees: J. H. MACE-MORE and B. G. MARTIN, Maintenance Department; HERBERT H. TRANSOU, Right-of-Way Department; Mrs. SYLVIA MONEY, Dobson Construction Office; and Mrs. LAURA HUFFMAN, North Wilkesboro Construction Office.

Maintenance Supervisor PAUL HIGGINS and his family spent the Christmas Holidays with friends in Fort Myers, Florida.

Division Office and Construction employees had their Christmas party on December 22nd, in the Blue Room at the Elks Club in North Wilkesboro.

The Right-of-Way Department had their Christmas party on December 13th at Cheatwood's Steakhouse in North Wilkesboro.

The North Wilkesboro Maintenance Department had their Christmas Party at the Maintenance Office in North Wilkesboro on December 22nd.



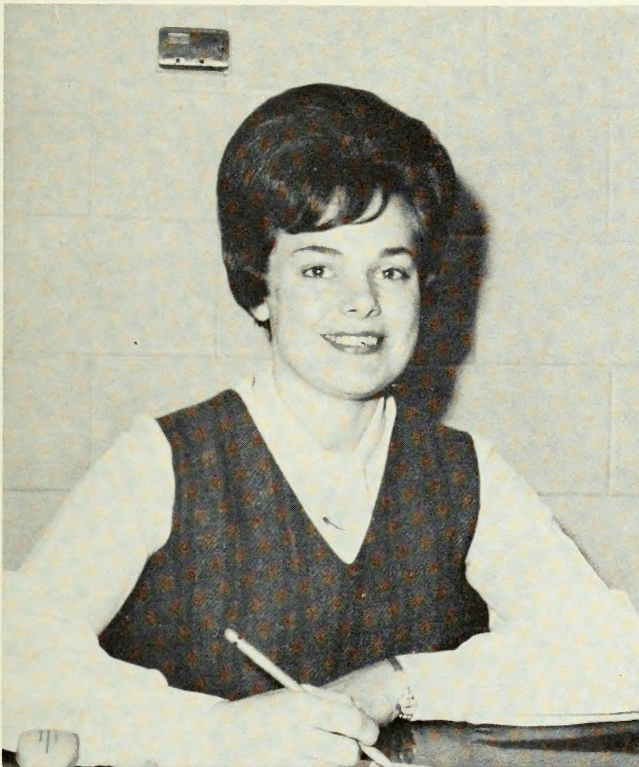
Above is the lovely Mrs. Francis Donald Melton, who is the former Miss Vicky Church, daughter of District Engineer and Mrs. J. I. Church of Shelby. The couple was married December 11th in St. Mary's Catholic Church in Shelby.

Mr. F. L. EDWARDS, an employee in the Construction Department for the past 20 years, retired on disability December 31st. A supper was given in his honor at Shuford's Restaurant November 18th and was presented a gift of appreciation by the R. R. Nichols party. Mr. Edward's health has improved and he is able to be up and around again.

R. R. NICHOLS treated his employees with a dinner at the Shelby Fish Camp on the last day of work before Christmas. The dinner was enjoyed and appreciated by all, including Rick Connor.

Two new employees have joined the R. R. Nichols party. They are T. A. STRICKLAND and J. D. PEELER, Engineering Aides. We are happy to have these two new employees.

F. M. CAPPS of R. R. Nichols party enjoyed a trip to the sunny state of Florida during the week of January 2nd.



The most welcomed newcomer to the R. R. Nichols office is Mrs. Doris McEntire. Mrs. McEntire's husband's name is Larry and they have a one-year-old son, Tim. We are happy and fortunate to have her with us.

We are sorry to report that Mr. A. C. (COOPER) HUFFSTETLER of R. R. Nichols party has been out sick since the first of November, 1966. Cooper is now undergoing treatment at the Baptist Hospital at Winston-Salem. We certainly wish Cooper a speedy recovery and hope that he can return to work soon.

Congratulations to Mr. and Mrs. JACK BOYLES on the birth of a daughter, Jackie Sue Boyles.

G. G. BESS went on his annual deer hunt recently and as usual came back empty handed. As usual too, he came back with several of his wild tales.



This adorable one-year-old little boy is John William Church, whose proud grandparents are District Engineer and Mrs. J. I. Church of Shelby. He lives with his parents, Mr. and Mrs. John D. Church in Chapel Hill.

We are losing two men here in our Department in January: DON REECE, Engineering Technician II from Shelby, who was drafted into the Army and ED HENDERSON, Engineering Technician I from Statesville, who has been with us for several years, and will leave to serve four months active duty in the National Guard.

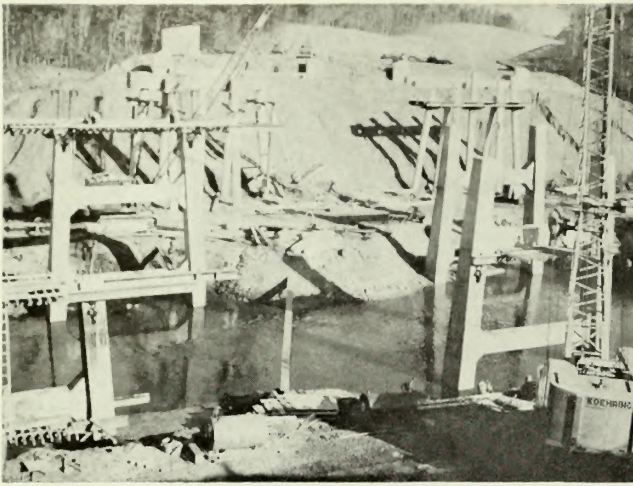
We are sorry to see both of these men go, wish them luck in the future, and hope they will return to our department.

HAROLD SPRINKLE is home now from the hospital after a lengthy illness, and we are real happy to have him back and feeling better!

Mr. W. A. BANNER, Inspector III from the 13th Division was recently transferred here to Statesville. WELCOME from all of us.

Mr. R. W. CONNOLLY, Road Maintenance Supervisor in Iredell County, and his family spent a week at West Palm Beach, Florida, during the Christmas Holidays.

Iredell, Alexander and Catawba County employees had their annual Christmas dinners during the month of December.



Above is shown a picture of the dual lane bridges being constructed across Second Board River near Forest City on US-74 relocation. Boyd and Goforth, Inc., of Charlotte have the bridge contract for 18 structures on this project. Mr. W. W. Wyke is the Division Engineer; Mr. H. C. Townsend, is the Bridge Engineer and W. H. Manley is the Resident Engineer on the Project.

J. C. ROBERTSON, Maintenance Foreman II in Iredell County, retired as of December 30th. Mr. Robertson had been a faithful employee of the Highway Commission since July 1, 1931. A supper was given in his honor by the Iredell County employees on January 27th, at which time a gift of luggage was presented to him.

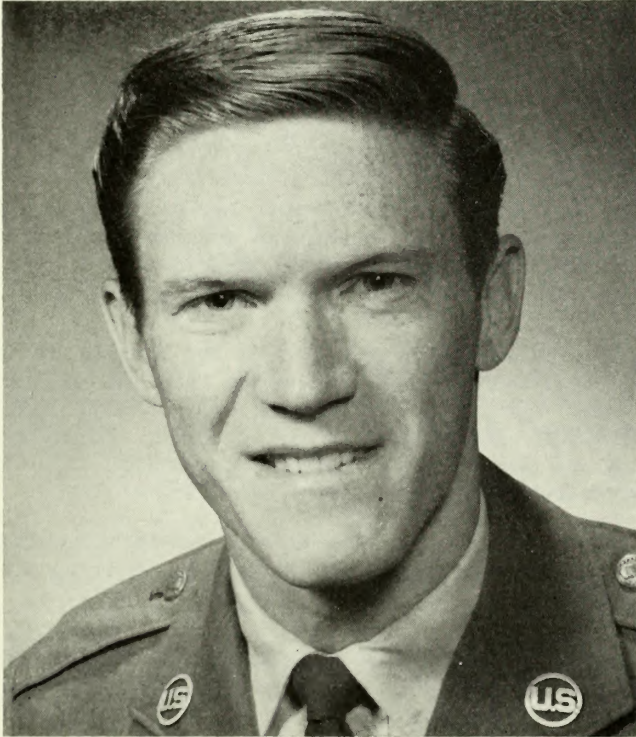
Mr. N. W. FEIMSTER, Maintenance Foreman II in Iredell County, and his wife recently took a trip to Florida.

Sympathy is extended to Mr. WILLIS C. PHARR, Maintenance Yard Foreman in Iredell County, in the death of his father, Mr. W. C. Pharr on January 18th; to Mr. JOHNNY McLAIN of the Equipment Department in the death of his father on January 19th; and to Mr. RAY STUTTS, Machine Operator III in Iredell, whose father passed away recently.

W. H. BARRETT of the Construction Department has returned home from a stay in Charlotte Memorial Hospital, where he underwent surgery. It is hoped he can soon return to work.



Esta Lee King
Division Correspondent



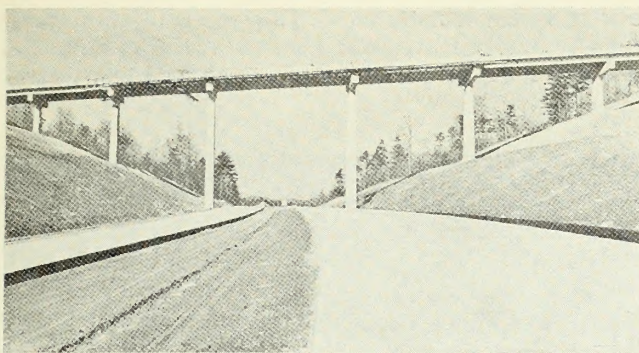
Above is Forrest Richard Schrum, son of Mr. and Mrs. F. E. Schrum of Dallas, N. C. His father is Forrest E. Schrum, Maintenance Yard Foreman at Dallas.

A-1C Schrum has re-enlisted in the U. S. Air Force after being selected for career status. Announcement is also made of his marriage to the former Miss Aida Encinas of Ajo, Arizona, on January 20th at the Immaculate Conception Catholic Church at Ajo, Arizona.

They are now visiting his parents, who live at 412 Pine Street in Dallas, and will make their home in Phoenix, Arizona. He is presently serving with the U. S. Air Force, stationed at Luke Air Force Base, Phoenix, Arizona.



Jeffrey Dale Allman, son of Mrs. Aline Allman — Stenographer in the Right of Way Department, Jeff was born July 19, 1966.



Blue Ridge Parkway Bridge crossing I-26 in Biltmore Estate built under Project 8.1900301, Buncombe County. Variable Height — Highest point approximately 95'

Welcome to Mr. KIRBY McLAMB, Traffic Control Technician for Division 13 and 14, who recently moved from Charlotte to Asheville along with his wife, Norma, and son, Kevin.

Those on vacation recently in Division 13 Traffic Service Department are P. B. ANDERSON, ROSS RHODES, and B. E. EDWARDS. Mr. Edwards did some bird hunting while on vacation. Mr. C. B. SPARKS of District 1 spent his vacation in Florida.

KEN NORRIS of the Construction Department made a trip to South Dakota during October and found deer (dear) hunting to his liking. He says that the season is open all year there for dear.

Sympathy is extended to the families of Messrs. H. S. SPARKS and C. W. CHRISTOPHER upon their recent loss.

Best Wishes for a Happy Retirement to Messrs. D. S. CARPENTER, CLARENCE FRANKLIN, and H. S. WHITENER of District 1; and Messrs. ALVIN RYMER and BURGESS EDWARDS of District 2.

Employees on the sick list in District 1 are Messrs. CLARENCE FRANKLIN, H. S. WHITENER, H. D. PLANT, LEWEN WESTMORELAND and D. S. CARPENTER. We wish each of them a speedy recovery.

Those in this Division and around the State that have been missing the familiar radio voice of Mr. ANDREW RAY (Asheville District) will be happy to know that he will be back with us soon after having been on the sick list.

Welcome to the following new employees: Messrs. D. S. HOLLIFIELD, WALTER WALKER, EVERETT BAUCOM, and J. T. REEL in District 1; and Messrs. JOHN MILLS and EUGENE LAUGHRUN in the Construction Department.

Mr. DAVID JOHNSON of the Construction Department has (again) bought a farm.

Sometimes it is nice to go to the office according to Mr. FRED BROWN who slept there when his daughter came down with the mumps. Actually Fred wasn't too uncomfortable as he works for Mr. PAUL ROBINSON whose office is in a house acquired for the Right-of-Way Department.

Mr. and Mrs. RONNIE McCRARY received a female tax exemption on October 8, 1966 that weighed 8 lbs. 11 ozs. — Congratulations! Ronnie is a Construction employee.

Congratulations to Mr. EARL McENTIRE upon becoming a Registered Engineer.

Best of luck to Mr. BILL PARKER upon his resignation to accept a position as Engineer with Champion Paper & Fiber Company in Canton. Bill was Assistant Resident Engineer in Mr. Paul Robinson's office.



**Allyce Cunningham
Division Correspondent**



The Division Office had their Christmas Party at Ridgeway Inn with a buffet dinner and dance — very good combo — course RED HUGHES was right there giving all the girls a whirl on the dance floor. The girls were decked out in beautiful sparkley dresses and a very festive air prevailed. Did you get the message? We had a ball! Joining us from Bryson City were BOB PATTILLO and Virginia. From Hendersonville came FREDDIE DAVIDSON and Nancy; Freddie's "Office Boy", JENNIE GARRETT and husband, Charles; CARL AUVIL and Myrtle; KENNY DRIVER and Phyllis; DENNIS ALLEN and Frances, and JOEL STEPHENS and Susan. As you can see Freddie brought protection with him in case this "brown bagging" deal was enforced. Then from Waynesville we had BOB PLESS and Barbara — the twins wanted to come but Ma and Pa thought the ripe ole age of six months was a little too young to expose them to some of Freddie Davidson's dancing.

JACK BALDWIN from Division 4, Right-of-Way Department, visited our office over the holidays. Jack and family were spending a few days with Ralph and Oro Barger.

BILL RAY, Assistant Division Engineer, had his mother from Florida visiting during the holidays. We gave her some nasty weather for awhile but think she loves our mountains anyway. After all, she can have all that ole sunshine in Florida all the time!

FRANK BRYSON, Sign Supervisor, has been in the hospital a couple of week at this writing. We sure miss hearing his laughter ring out through the building. Hope you will be back with us soon Frank.

Another person we miss is F. K. WESTWOOD. Course we only see him on Monday and Friday, but he is



Gerald Green is the handsome son of Mr. and Mrs. Jack Green of Sylva. (Jack is with the Landscape Department). Gerald is a senior at Sylva-Webster High School and has played football for two years — the team, incidentally, ended this season with Class AA championship of Western Division.

missed. Westwood is in the hospital, also — pneumonia we hear — I've always heard it was better to have pneumonia than a virus or cold for you can treat pneumonia and cure it, but not these other things — Now I don't know whether Westwood thinks he is lucky or not! Speedy recovery is wished for you.

The Right-of-Way Department has some mighty nice men "loaned" to them for a few weeks — OTTIS COOK and RALPH GREEN from the Shelby office. (Mr. Cook said to me — "You know I like this place up here — pretty country" — sometimes I think "you all" ought to come visit us and see what nice "hillbillies" we are). Then we have NELSON BOWDEN and C. D. CLE-

MENTS from Wilmington — They are really kept busy! CHARLIE BUMGARNER from the Asheville office has joined our happy family and personality is just that — "happy".



Dean Cloer, son of Mr. and Mrs. Roy Cloer, celebrated his first birthday during December. His mother, Joyce, is Division Stenographer. With Dean's birthday so close to Christmas, the little rascal didn't know when birthday ended and Christmas started. Joyce has decided they will have to move to accommodate the toys.

AMERICA'S GREATNESS

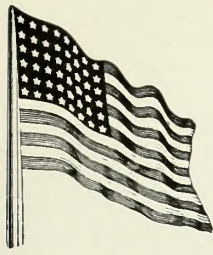
If there is anyone who thinks the United States is the greatest country in the world because it is the richest and most productive country, he is wrong. The reason for America's greatness is something quite different.

Ours is the greatest country in the world because its people enjoy the greatest measure of freedom ever known to mankind. We have this freedom because ours is a government of law backed by men dedicated to uphold the law.

The United States is great because it has been guided throughout its history by the conviction that individual rights and human personality are the matters of paramount importance. All else must be accounted secondary.

Our nation faces grave dangers in the world of today. The most serious of all is that we will not do enough to save freedom. *For if we lose our freedom, we will have lost all that makes America great.*

—A lesson that we should never forget! (February is American History Month).



HISTORY OF FLAG

The flag is an emblem of antiquity and has commanded respect and reverence from practically all nations. History traces it to divine origin. The early people of the earth attributed to it strange, mysterious, and supernatural powers. We are told that it was around the banner that the prophets of old rallied their armies and under which the hosts of Israel were led to war believing as they did that it carried with it divine favor and protection.

The early symbols were ordinary images or badges wrought in metal, stone, or wood and were carried at the top of a pole or spear. Even the early tribes had some symbol or token around which the members of the tribe rallied. The symbol or token represented definite and distinct tribes. Of course, as people advanced and organized into larger groups or nations their idea of something around which to rally developed into definite symbols representing the individual group or nation. Thus, the host of Egypt marched to war beneath the sacred emblems of their Gods or the fan of feathers of the Pharaohs while the Assyrian insignia were circular discs bearing devices such as a running bull or two bulls tail to tail, both these and the Egyptian had occasionally in addition a small streamer attached to the staff immediately below the device.

The Greeks, likewise, used symbols of their deities such as the owls of Athens, or the legendary animals such as the Pegasus of Corinth, the Minotaur of Crete, the pole of Boeotia, and, strangest of all the tortoise of Peloponnesus, though Homer makes Agamemnon use a purple veil as a rallying signal. It is believed the Roman legions used the eagle as their standard. Before that time the eagle marched foremost with four others, wolves, minotaurs, horses, and bears, each one in its proper order.

When the first settlers of the new world arrived they were aware of

the fact that they were going to an unexplored and undeveloped land but at the same time they never forgot the symbols, emblems and banners of their mother country around which they and their forbearers had rallied in time of national emergencies and war. Of course, these settlers owed allegiance to their mother country but as time passed and a new nation began it became necessary for these settlers to cease their unqualified allegiance to the mother country and begin to think of their independence. This thought did not develop overnight. There were many reasons and ideas which brought about such a condition.

The first flag of the United States had the 13 stars arranged in a circle. As new stars entered the Union, however, a new arrangement of the stars had to be made. Of course, the last change in the arrangement of the stars in the canton came about when Alaska and Hawaii became states of the United States. The flag of the United States has frequently been called the "soul" of our Nation. There is no doubt that its design is a good indication of the spirit, character, and history of the American people.

The history of the flags and the significance of them is an important idea in the history of any people. To us it stands for something greater than a piece of bunting because it inspires men and women in time of stress to offer their lives and their fortunes for the things which they believe are right and just. Many have sacrificed their lives and fortunes in such dedicated allegiance to the symbol representing our Nation.

February

(A Historic Month)

February, though the shortest month in the year, is one of the most significant of all the months. During this brief span on the calendar, Americans remember and cherish the lives and precepts of two of the greatest men produced by this nation — *Washington* and *Lincoln*.

Though these giants upon the stage of American history were as far apart as the poles in social status, in temperament, and in opportunity, one of them fought to carve a unified nation from a political chaos, whereas the other battled zealously to save that nation from disintegration. While one was the father

of this country, the other became its preserver.

To the extent that it has departed from the principles upon which Washington founded the nation, and from those upon which Lincoln welded it together, the United States has been weakened within its own borders and possibly in its dealings with other countries. The time now is at hand when Americans should embrace once more those immutable precepts which brought this nation into existence and preserved and strengthened it through many tumultuous times.

Not only is February a month replete with patriotic sentiments, but it also is a time of reaffirmation of friendship and love. *St. Valentine's Day* calls to mind those who are dear to us — those who have contributed to the richness and color of our own lives — those who mean most to us as friends and loved ones. This is the time for expressing appreciation to those who have showered our pathway with happiness as we have traveled along together over "the highway" of life.

Interstate Mileage Is Rising In North Carolina

The total interstate mileage completed to standard and opened to traffic has risen in North Carolina to more than 377-miles, according to figures just released by the State Highway Commission.

As of February 1, 1967, a total of 377.3 miles had been completed to interstate standards and opened to traffic. This is almost half the 770.3 miles allotted to the State under the Interstate and National Defense Highways Program.

In addition to the more than 377 miles of completed interstate highway, another 125.7 miles is under contract; right of way is being acquired on 148.8 miles and preliminary designs and plans are being prepared for 117.0 miles.

The interstate mileage allotted to North Carolina is divided among five routes: Route I-26, 21.0 completed mileage; Route I-40 119.1 completed mileage; Route I-77, 13.6 completed mileage; Route I-85, 136.5 completed mileage; Route I-95, 86.8 completed mileage. Total completed mileage — 377.3.

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